

# **DIRECTORS'/ORGANIZATIONAL MEETING**

**JULY 20, 2015**

**555 S. 10<sup>TH</sup> Street**

**Bill Luxford Studio**

**2:00 p.m.**

## **I. MINUTES**

1. Directors' and Organizational meeting minutes of July 13, 2015.

## **II. ADJUSTMENTS TO AGENDA**

## **III. CITY CLERK**

## **IV. CORRESPONDENCE/REQUESTS OF MAYOR**

1. NEWS RELEASE. Mayor urges caution in hot weather.
2. NEWS RELEASE. City street survey helps prioritize street repair.
3. NEWS ADVISORY. Mayor Beutler will hold a news conference Thursday, July 16<sup>th</sup>, 10:00 a.m., at 555 S. 10<sup>th</sup> Street, 3<sup>rd</sup> floor, to announce a developer for the 2st and N area; an update on the State Games of America; and an EMS demonstration of new device for treating cardiac arrest patients.
4. NEWS RELEASE. LFR receives new life-saving tool.
5. NEWS RELEASE. Developers to create 20-acre Telegraph District in east downtown.
  - a) Telegraph District.
  - b) Warehouse view.
  - c) Townhouse view.
  - d) Telegraph flats view.
  - e) Telegraph flats shadow.

## **V. DIRECTORS CORRESPONDENCE**

## **VI. BOARDS/COMMITTEES/COMMISSION REPORTS**

1. Problem Resolution Team (PRT) (06.25.15) - Lamm
2. Public Building Commission (PBC) - Camp, Raybould
3. Board of Health - Raybould

## **VII. MISCELLANEOUS**

## **VIII. CORRESPONDENCE FROM CITIZENS**

1. Everett Neighborhood Association newsletter, June 2015, announcement. Available online.

## **IX. CITY COUNCIL MEMBERS**

### **JON CAMP**

1. Correspondence from Councilman Camp, regarding Jim Dormer and speeding on Phares Drive, to Police Chief Peschong, and Judy Halstead, Health Department Director.
  - a) Police Chief Peschong's reply regarding the speeders on Phares Drive.

- b) Police Chief Peschong informing what is being done in the neighborhood to address speeders.
  - 1. Speed study on 77<sup>th</sup> and Phares.
- 2. Question to Lynn Johnson, Parks & Recreation Director, from Councilman Camp on a Greenhouse Project.
  - a) Reply from Lynn Johnson, Parks & Recreation Director, on the greenhouse project financing and use.
- 3. Katie Pocras writing on fireworks in her neighborhood with Councilman Camp responding.
- 4. Councilman Camp addressing infrastructure design, construction, and maintenance, referring to constituent calls of concern.
  - a) Recommendations for Future Infrastructure draft by Councilman Camp to Miki Esposito, Public Works & Utilities Director, Roger Figard, City Engineer, and Thomas Shafer, Design/Construction Manager.
- 5. Correspondence from Lawrence Hufford regarding traffic flow at Normal and 56<sup>th</sup> Street.

**X. MEETINGS/INVITATIONS**

See invitation list.

**XI. ADJOURNMENT**

**OFFICE OF THE MAYOR**

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

**FOR IMMEDIATE RELEASE:** July 13, 2015

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 402-441-7531

Jim Davidsaver, Emergency Management, 402-441-7441

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

Judy Halstead, Health Department, 402-441-4603

**MAYOR URGES CAUTION IN HOT WEATHER**

Mayor Chris Beutler and other local officials today urged residents to pay attention to heat advisories and warnings and take steps to protect themselves, their families and their pets. The National Weather Service (NWS) has issued a **heat advisory** for Lancaster County until 8 p.m. tonight, with the heat index expected to be 100 to 104 degrees. The heat index is a more accurate measure of how hot it really feels when the humidity is added to the actual air temperature. Information on local weather, the heat index and safety precautions are available at the NWS Web site [www.weather.gov](http://www.weather.gov).

The NWS also may issue an **excessive heat warning**, which means that a prolonged period of dangerously hot temperatures (heat index of 105 degrees or above) will create life-threatening conditions. If a heat warning is issued, the Lincoln Parks and Recreation Department is prepared to extend evening hours and/or weekend hours at the Belmont Community Center, 1234 Judson, and the "F" Street Community Center, 1225 "F" Street.

Those without air conditioning also can cool off during regular hours at libraries, senior centers and other recreation centers. Parks and Recreation also offers family swim nights at neighborhood pools with a fee of just \$7 for the whole family. Information on regular and extended hours at City facilities is available at [lincoln.ne.gov](http://lincoln.ne.gov).

Aging Partners will distribute fans on a first-come-first-served basis to adults 60 and older who are in need. No financial screening is needed. The fans were collected as part of the "Be a Fan of Seniors" Donation Drive organized by the Coalition of Older Adults Health Promotion. Those needing fans can contact 402-441-7070. Fans are also available from local cultural centers and other nonprofits for those who meet eligibility requirements through a program offered by the Ne. Dept. of Health and Human Services. More information is available at [dhhs.ne.gov](http://dhhs.ne.gov) (click on "pages" then "newsroom.")

Health officials say children are more at risk from high temperatures because they adjust more slowly to the heat, have thinner skin, produce more heat with activity, sweat less and are less likely to rest or get a drink when they are active. Others at risk include the elderly, those with chronic diseases, those who are overweight and those using certain medications or alcohol.

**-more -**

**Heat Precautions**

**July 13, 2015**

**Page Two**

Both air temperature and humidity affect the body's ability to cool itself during hot weather. Heat stress occurs when sweating isn't enough to cool the body, causing a person's body temperature to rise rapidly. Heat stress symptoms include clammy, sweaty skin; light-headedness; weakness; and nausea. Heat-related illnesses include sunburn, heat exhaustion and heat stroke, the most severe form which requires immediate medical attention. More health information can be found at the Web site of the Centers for Disease Control and Prevention, [www.cdc.gov](http://www.cdc.gov).

Hot weather precautions include the following:

- Drink plenty of non-alcoholic, non-caffeinated fluids.
- Avoid heavy meals and hot foods, which add heat to your body.
- Monitor infants for fluid intake, and dress them in cool, loose-fitting clothing.
- Check on relatives, neighbors and friends who may be at risk.
- Never leave children or pets in parked cars. Even with the windows open, temperatures can reach 130 degrees in only a few minutes.
- Make sure pets and livestock that live outdoors have plenty of fresh, cool water and shade. Pets should be brought indoors if possible.

Those who do need to be outside are advised to wear loose-fitting, light-colored clothing, sunglasses, sunscreen and a hat. Plan activities either before noon or in the evening, rest frequently in shaded areas, and stay hydrated. Stop activity and get into a cool area if you become lightheaded, confused, weak or faint. Extreme heat can be a concern to healthy people as well, including children participating in outdoor activities such as summer camps and athletic events and practices.

More information on protecting pets in hot weather is available by visiting [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: Animal Control) and by calling 402-441-7900.

**OFFICE OF THE MAYOR**

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

**FOR IMMEDIATE RELEASE:** July 15, 2015

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 402-441-7831  
Thomas Shafer, Public Works and Utilities, 402-525-5644

**CITY STREET SURVEY HELPS PRIORITIZE STREET REPAIR**

Mayor Chris Beutler said a full survey of all streets is under way in Lincoln to help the City prioritize street repairs and make the best use of limited funding. The City first surveyed its streets in 2005 as part of its pavement management system, and updates were conducted in 2008 and 2012. A specially equipped van from International Cybernetics Corporation (ICC) is using lasers, GPS, 3D cameras, 360-degree cameras and other technology to collect data on the condition of the pavement. The work began in early June, and the survey of about 1,500 miles of City streets is expected to be completed by the end of August.

“Our investment in pavement management technology has resulted in savings by helping us to maximize the life of our streets,” Mayor Beutler said. “Because the information from the survey and updates is so detailed, we are able to see where immediate repairs can prevent more costly street reconstruction later.” The City is investing \$19 million in street repair in 2015 and 2016, and information from the pavement management system was used to determine where those funds are spent.

Thomas Shafer, Design and Construction Manager for the Public Works and Utilities Department, said the survey provides data on pavement roughness, rutting and defects. Once all of the digital images are processed for each pavement section in the street network, the information is entered into a pavement management software program designed for Lincoln’s unique combination of traffic, climate and paving materials. Analyzing the data and uploading it into the City’s system will take about two to three months, and a report is expected to be completed by the end of the year.

Information on City street projects is available at [lincoln.ne.gov](http://lincoln.ne.gov) (keyword: projects).

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***(MEDIA NOTE: If you would like to cover the operations of the ICC van, please contact Erika Nunes (402-326-1037, [enunes@lincoln.ne.gov](mailto:enunes@lincoln.ne.gov)) or Tim Byrne (402-416-5342, [tbyrne@lincoln.ne.gov](mailto:tbyrne@lincoln.ne.gov)).***

**OFFICE OF THE MAYOR**

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

**DATE:** July 16, 2015

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

Mayor Chris Beutler will announce a developer for the 21st and “N” area at a news conference at **10 a.m. TODAY, Thursday, July 16 in Room 303, third floor of the County-City Building, 555 S. 10th Street.** The news conference will include two other topics:

- An update on the State Games of America
- An EMS demonstration of a new life-saving device for treating cardiac arrest patients

**OFFICE OF THE MAYOR**

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

**FOR IMMEDIATE RELEASE:** July 16, 2015

**FOR MORE INFORMATION:** Tim Linke, Interim Fire Chief, 402-441-8350

Dr. Jason Kruger, EMS Medical Director, 402-309-0670

**LFR RECEIVES NEW LIFE-SAVING TOOL**

Mayor Chris Beutler today announced that Lincoln Fire and Rescue (LFR) will receive six battery-operated chest compression devices to help save lives in cases of cardiac arrest. LFR's Emergency Medical Services (EMS) staff began a trial use of the device – called the LUCAS 2<sup>TM</sup> – in August 2014, and purchased one unit in January. LFR has used the LUCAS device more than 70 times.

“It’s estimated that about 150 people will suffer cardiac arrest outside of the hospital setting this year in Lincoln,” Beutler said. “These patients need chest compressions to provide an immediate and steady supply of oxygen to the heart and brain. The LUCAS devices assist our EMS providers by taking over the chest compressions during CPR. During the trial phase, our first responders found the LUCAS 2 to be an important life-saving tool that will help them provide even better emergency care for our community.”

LFR will receive three LUCAS 2 devices in September and three more next year, enough to equip each front-line ambulance. LFR applied for and received grant funding for the six devices from the Leona and Harry B. Helmsley Charitable Trust, which is administered by the EMS Division of the Nebraska Department of Health and Human Services.

“Performing chest compressions for an extended period of time can be difficult even for a well-trained rescuer,” said Dr. Jason Kruger, EMS Medical Director. “The LUCAS 2 is able to deliver consistent chest compressions 102 times per minute, and has a battery life of at least 45 minutes. During the testing period, our EMS supervisors have developed techniques for quickly applying the device. The LUCAS 2 devices will allow us to take our cardiac arrest response to a higher level.”

An estimated 600,000 people in the U.S. experience cardiac arrest annually. For those who have cardiac arrest outside the hospital, the survival rate is less than 6 percent. Kruger said the survival rate in Lincoln so far this year is 21 percent for those who have cardiac arrest outside the hospital and receive care from LFR. In 2013, LFR became the first agency in the state to begin participating in the Cardiac Arrest Registry to Enhance Survival (CARES). Kruger said LFR uses CARES to measure improvements, and the data has led to innovations. In May, LFR received the American Heart Association’s Mission: Lifeline EMS Silver award for improving treatment for patients who experience severe heart attacks.

More information on LFR is available at [fire.lincoln.ne.gov](http://fire.lincoln.ne.gov). More information on the LUCAS 2 is available at [lucas-cpr.com](http://lucas-cpr.com),

**OFFICE OF THE MAYOR**

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

**FOR IMMEDIATE RELEASE:** July 16, 2015

**FOR MORE INFORMATION:** Diane Gonzolas, Citizen Information Center, 402-525-1520  
Wynn Hjermstad, Urban Development, 402-441-8211

**DEVELOPERS TO CREATE 20-ACRE TELEGRAPH DISTRICT  
IN EAST DOWNTOWN**

Mayor Chris Beutler today announced that a venture owned by Nelnet and Speedway Properties has been chosen to redevelop the area of 21st and “N” streets. The proposal by East Downtown Development Corporation, known as EaDo, will create a new 20-acre neighborhood called the Telegraph District to honor the impact of the area’s telephone companies on the local economy for more than 100 years. Nelnet plans to move hundreds of jobs into the former Windstream office building. The “live-work” development will also include a variety of housing options, retail space and office facilities, and will be attractive to those who like to use alternative transportation.

“The community’s investment in the Antelope Valley Project and the “N” Street Bikeway are keys to this new development,” Mayor Beutler said. “New roads and bridges, new trails and Union Plaza have made the area an attractive option to local entrepreneurs, resulting in this \$50 million private sector investment. This is exactly the kind of investment that was envisioned in the third leg of the Antelope Valley Project – community revitalization.

“The Telegraph District will revitalize an aging industrial area and continue to build Lincoln’s surging economy,” he said. “The project exemplifies what we can accomplish when the private and public sector work together for the benefit of the community. The proposed Telegraph District is another demonstration that our vision for Lincoln is working.”

EaDo was chosen as the developer by a selection committee that reviewed two plans submitted in response to the City’s Invitation for Redevelopment Proposals (IFRP). The Telegraph District proposal goes beyond the 5.3 acres included in the IFRP and extends all the way to Antelope Valley Parkway (19th Street), “K” Street to “O” Street. The project will be developed in phases and will total about 650,000 square feet when completed. Design work will begin immediately, with construction on some elements beginning later this year.

Beutler said the Nelnet jobs will create a strong employment base to fuel demand for the project’s housing and retail services. More than 300 new residential units will be developed, including owner-occupied town homes, rental apartments, lofts and live-work spaces. The project will restore and repurpose existing historic buildings and add new complementary structures to house office, housing and retail spaces.

**n elnet**  
EDUCATION PLANNING  
& FINANCING

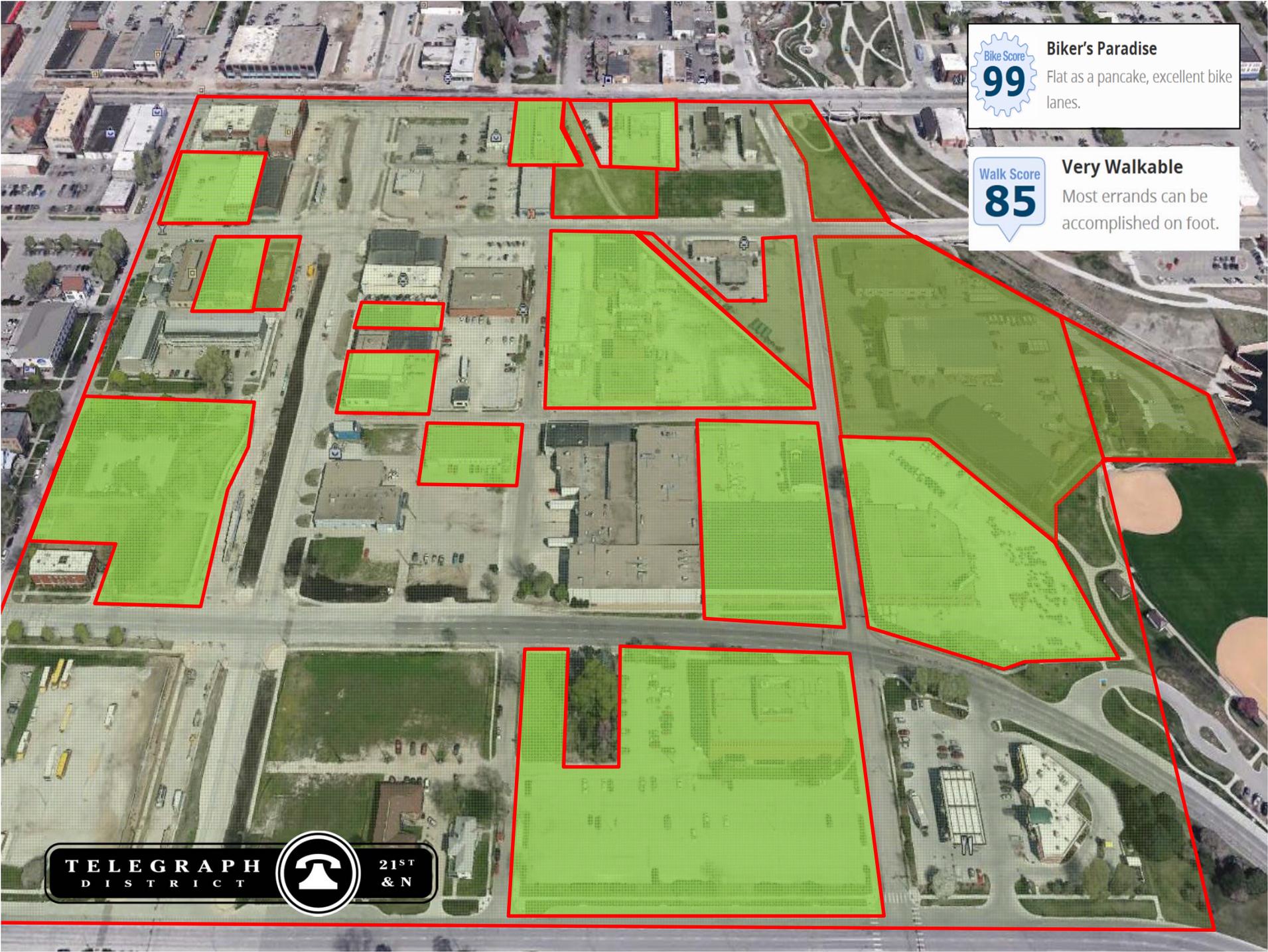
**TELEGRAPH  
DISTRICT**



**21<sup>ST</sup>  
& N**

**Speedway** SINCE 1961  
PROPERTIES  
[www.speedwayproperties.com](http://www.speedwayproperties.com)





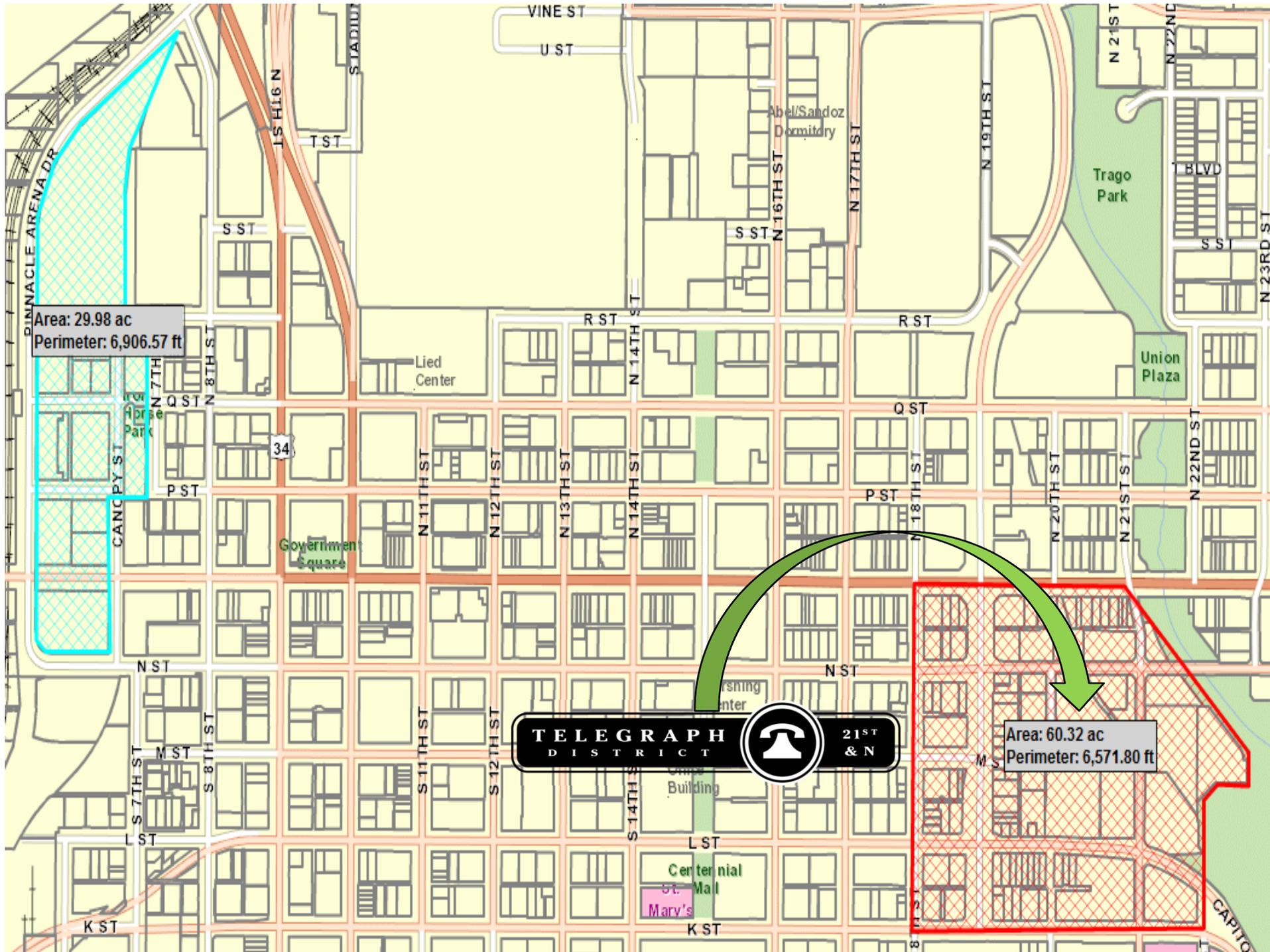
**Bike Score**  
**99**  
**Biker's Paradise**  
Flat as a pancake, excellent bike lanes.

**Walk Score**  
**85**  
**Very Walkable**  
Most errands can be accomplished on foot.

**TELEGRAPH**  
DISTRICT



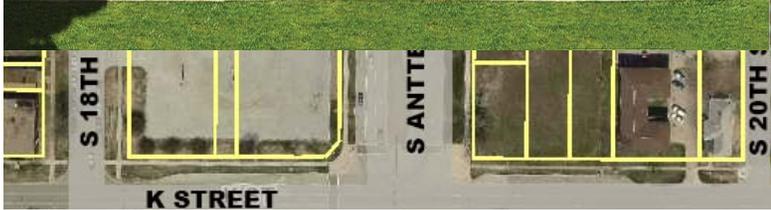
21<sup>ST</sup>  
& N



Area: 29.98 ac  
Perimeter: 6,906.57 ft

Area: 60.32 ac  
Perimeter: 6,571.80 ft

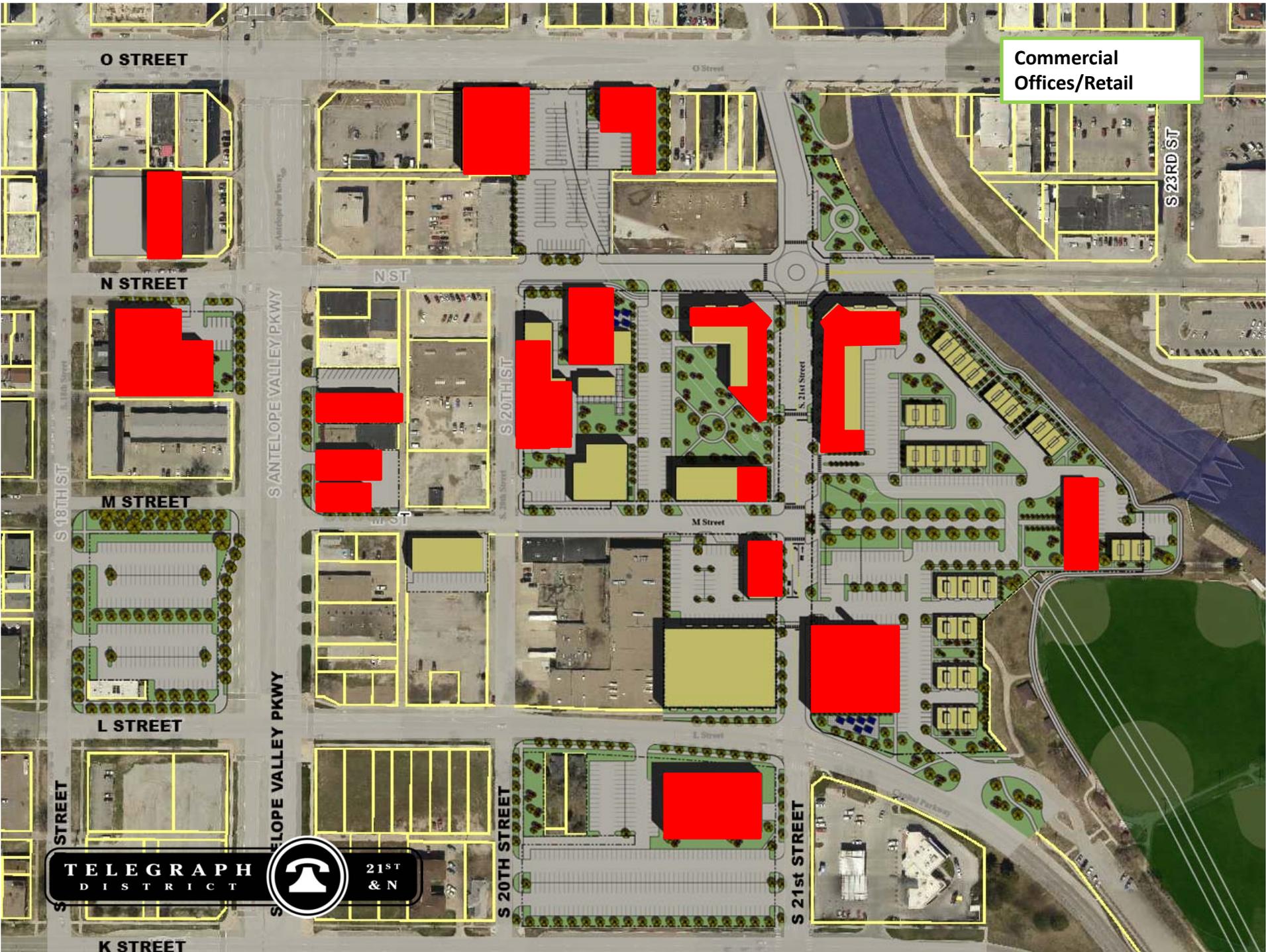
TELEGRAPH DISTRICT 21ST & N



Historic Lofts & Town Houses

Apartments

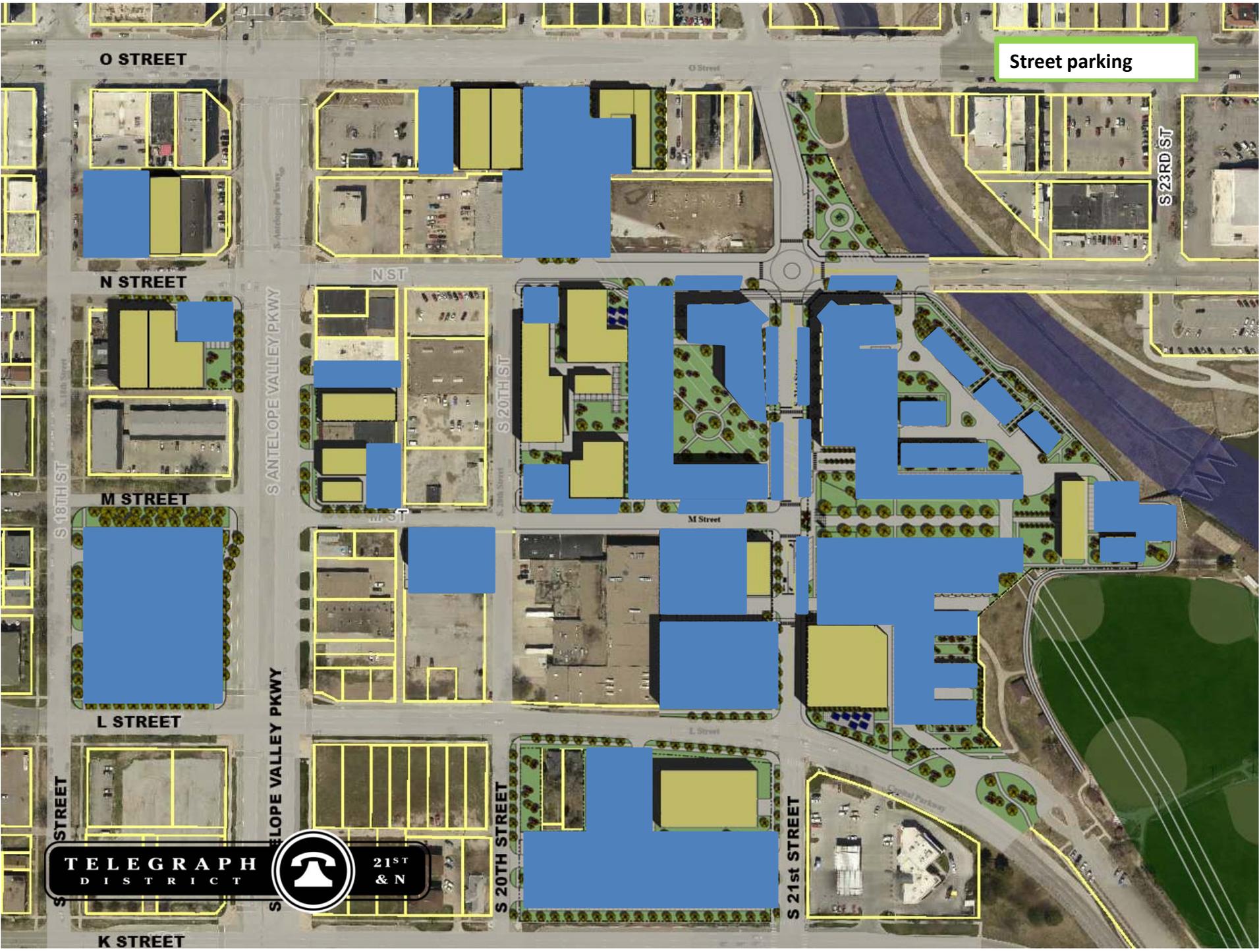
Commercial  
Offices/Retail



**TELEGRAPH**  
DISTRICT



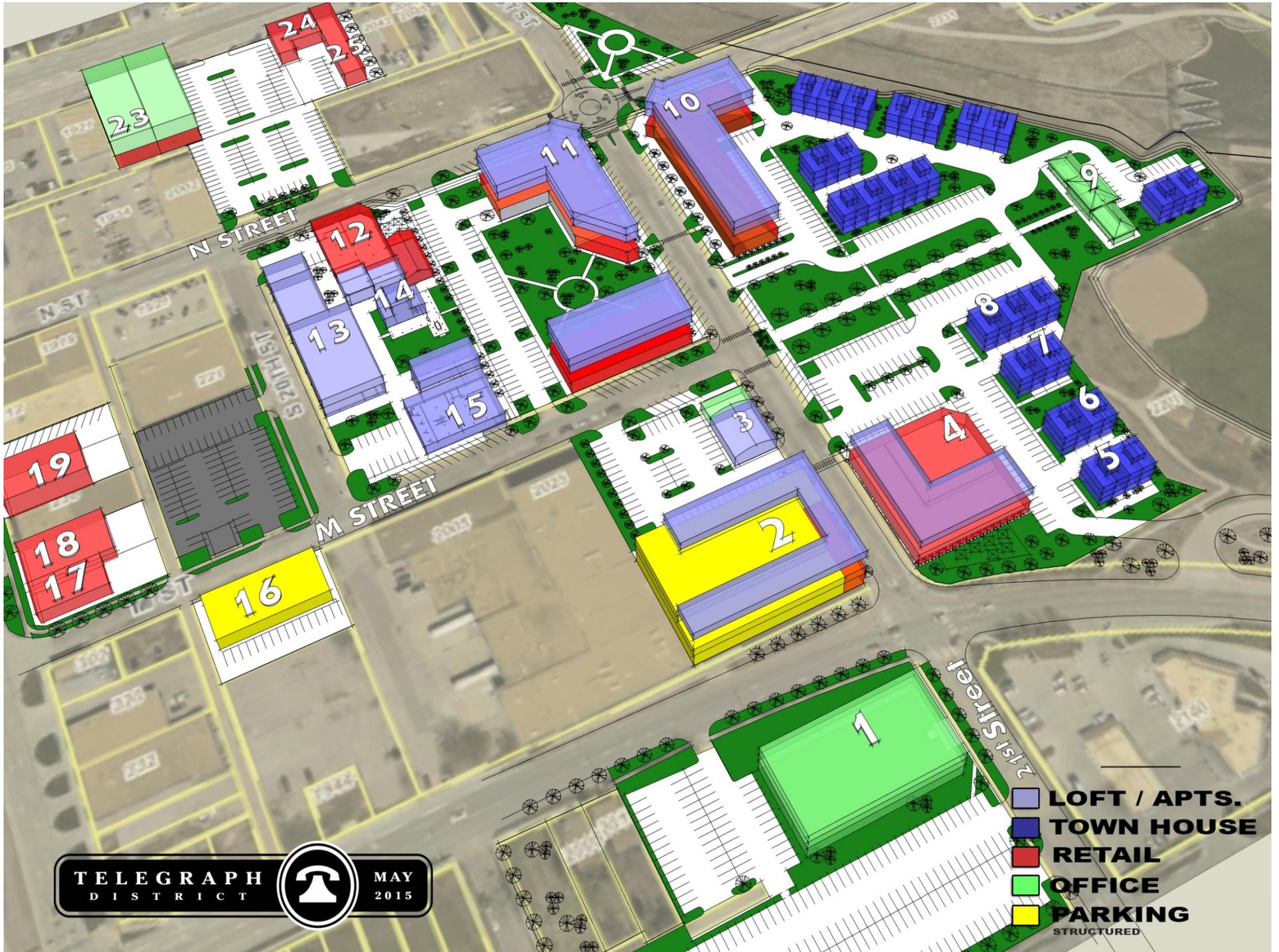
21<sup>ST</sup>  
& N



Street parking

TELEGRAPH DISTRICT 21<sup>ST</sup> & N





- LOFT / APTS.
- TOWN HOUSE
- RETAIL
- OFFICE
- PARKING  
STRUCTURED

**TELEGRAPH**  
DISTRICT



MAY  
2015



Warehouse View



Speedway Properties  
developer



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

5/15/15  
P/H # 152327

These plans are preliminary and are subject to further refinement for construction and are not intended to be used for construction. All work is subject to the applicable laws and regulations of the State of Nebraska.

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Town House View



Speedway Properties  
 developer



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5/15/15  
 P/H # 152327

These plans are preliminary and are subject to further refinement for construction with some changes made. We hereby disavow any and all responsibility for any errors or omissions.

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Telegraph Flats View



Speedway Properties  
Developer



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5/15/15  
P/H # 152327

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**Telegraph Flats**



Speedway Properties  
Developer



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5/15/15  
P/H # 152327

These plans are preliminary and are subject to further refinement for construction with some changes being made. We hereby represent and warrant that we are providing accurate information.

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## Mary M. Meyer

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**From:** Laurie Weber <laurieann.weber@gmail.com>  
**Sent:** Tuesday, July 14, 2015 8:51 PM  
**To:** Laurie Weber  
**Subject:** June 2015 Everett Express--the Everett Neighborhood Association Newsletter

*ENA Mission: Everett s a vibrant historic neighborhood that celebrates diversity.*

Dear Everett Neighbors and Friends of Everett,

Attached please find a link to an on-line copy of the June 2015 edition of the Everett Neighborhood Association newsletter, the Everett Express. Newslink, a local newsletter writing company, produces the Everett Express as an in-kind donation to ENA. Volunteers have distributed hard copies door-to-door, but we also want to provide an electronic copy to members and interested parties for whom we have email addresses. This is the second of four newsletters that will be printed in 2015. The next newsletter will arrive in September 2015.

<http://reference.newslink.com/current-pubs/EVEX/EVEX1506.pdf>

(If clicking on the link does not take you directly to the newsletter, copy the link and paste in your browser.)

Best,  
Laurie Weber  
ENA Membership and Communications

## Mary M. Meyer

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**From:** Jon Camp <joncamp@lincolnhaymarket.com>  
**Sent:** Wednesday, July 15, 2015 3:20 PM  
**To:** James Peschong  
**Cc:** Tom K. Casady; gpaandgmad@outlook.com; Michael Woolman; Donald Scheinost; Todd Kocian; Mary M. Meyer  
**Subject:** RE: Phares Drive Speeders

Chief:

Jim Dormer called me again on the speeding problem on Phares. He mentioned that LPD has had marked vehicles with flashing lights and the speed sign. However, apparently during that monitoring, motorists are able to slow down quickly and avoid penalties.

Would you be able to post an unmarked car. . .Jim preferably asked that a car park at 4:00 pm and observe what is occurring. Jim would like to meet with the officer at the same time. He thinks a personal experience like that would help LPD to better understand the situation regarding speeding and noise.

NOTE: Jim's email is [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com). See below in preceding email for complete contact information.

Thank you in advance for assisting in this matter.

Jon

**JON A. CAMP**  
**Lincoln City Council**  
**200 Haymarket Square**  
**808 P Street**  
**P.O. Box 82307**  
**Lincoln, NE 68501-2307**

Office: 402.474.1838/402.474.1812  
Fax: 402.474.1838  
Cell: 402.560.1001

**Email:** [joncamp@lincolnhaymarket.com](mailto:joncamp@lincolnhaymarket.com)

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**From:** James Peschong [<mailto:LPD332@cjis.lincoln.ne.gov>]  
**Sent:** Tuesday, April 28, 2015 11:55 AM  
**To:** Jon Camp  
**Cc:** Tom K. Casady; [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com); Michael Woolman; Donald L Scheinost; Todd A Kocian; Judy A. Halstead  
**Subject:** RE: Phares Drive Speeders

Councilman Camp,

We will contact Mr. Dormer and visit with him about this. I've copied Captain Mike Woolman in on this who will reach out to Mr. Dormer. He can coordinate any efforts that we can do with our Traffic Unit.

Thanks,

Jim

---

**From:** Judy A. Halstead  
**Sent:** Tuesday, April 28, 2015 11:19 AM  
**To:** Jon Camp; James Peschong  
**Cc:** Tom K. Casady; [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com)  
**Subject:** RE: Phares Drive Speeders

Jon,

Our staff will follow up with Mr. Phares within the next 24 hours, but just so you know it is very unlikely traffic noise levels will exceed violation levels per City code.

Judy

---

**From:** Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]  
**Sent:** Tuesday, April 28, 2015 10:20 AM  
**To:** James Peschong  
**Cc:** Tom K. Casady; Judy A. Halstead; [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com)  
**Subject:** Phares Drive Speeders

Chief Peschong (and Public Safety Director Casady and Director Halstead):

Undoubtedly you will all remember Jim Dormer, a 40-year employee who was key to our fleet services. Jim phoned earlier and shared the difficult situation along Phares Drive (Jim resides at 7619 Phares) with speeding traffic. Much of this started during the widening of Old Cheney and continues with a lot of traffic and fast drivers. The traffic is also "loud".

LPD did have a traffic speed sign on the south side of Phares and that helped calm the vehicles. The other direction of traffic still speeds and many drivers are returning to their former high-speed ways.

There are also large trucks coming from the new Glynoaks Development at 84<sup>th</sup> Street.

I would greatly appreciate attention to this matter. Follow-up, if you permit me to be so bold, is to (1) visit with Jim Dormer to get further details, (2) schedule speed traps, (3) erect the speed sign on the north side, and (4) take sound tests. Undoubtedly you will have other ideas as well.

With commercial development at Glynoaks and also Lucille Drive and Pioneers Blvd., additional traffic has resulted.

Thank you in advance for your assistance.

Jim's contact information is:

Jim and Carol Dormer  
7619 Phares Drive  
Lincoln, NE  
Home: 402-421-7726  
Cell: 402-499-4162  
Email: [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com)

Please keep me informed on this matter. Separately, I will drop Hampton Construction an email suggesting its construction people not drive through the residential area.

Best regards,

Jon

**JON A. CAMP**

**Lincoln City Council**  
**200 Haymarket Square**  
**808 P Street**  
**P.O. Box 82307**  
**Lincoln, NE 68501-2307**

Office: 402.474.1838/402.474.1812

Fax: 402.474.1838

Cell: 402.560.1001

**Email:** [joncamp@lincolnhaymarket.com](mailto:joncamp@lincolnhaymarket.com)

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## Mary M. Meyer

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**Subject:** FW: Phares Drive Speeders

**From:** James Peschong

**Sent:** Wednesday, July 15, 2015 5:01 PM

**To:** Jon Camp

**Cc:** Tom K. Casady; [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com); Michael Woolman; Donald Scheinost; Todd Kocian; Mary M. Meyer; James Peschong

**Subject:** RE: Phares Drive Speeders

Jon,

I'll visit with Captain Woolman about this. This could be a bit problematic. 4:00 PM to 6:00 PM is one of our busiest times of the day for us. It is going to be very hard to commit a resource to this in an unmarked cruiser. Generally when we use an unmarked cruiser for something like this we have a marked unit down the street that does the traffic stop. That means there are two officers committed to these types of sets. However, it certainly is possible to just have one officer there, standing outside of an unmarked cruiser and running radar. He/she can flag the person over and issue a citation, as long as the motorist will stop and not attempt to flee. This is possible to use one officer with these limitations.

Yesterday there are 9 officers that were working the area from So. 27<sup>th</sup> Street East to the City Limits and "O" Street South to the City Limits during this period of time. In just looking at yesterday's calls for police services in this area from 3:00 PM to 6:00PM there were 19 calls that we received for police services during this period of time. Three of those calls dealt with parking and could be held. So that left 16 calls for these 9 officers to respond to during this time.

This is a large area to cover so many of these calls can have a pretty good drive time coupled with the fact that traffic is heavy during this period of time, as well. If the officer is FAST and can drive to the call for service, handle it and then be back in service ready for another call in 30 minutes we probably would have had enough officers to handle those 16 calls during this time, let alone dedicate an officer to running a radar set. The minimum staffing during this time is 7 uniform officers. So this is generally what is out on the street handling these calls for service during the period of time.

I not trying to make excuses here, I'm just trying to provide you with factual information. The City has a lot of street construction projects going on which diverts traffic into neighborhoods. No one wants their neighborhood to turn into a raceway, us included.

You know this story because you are on the City Council but many citizens fail to fully understand that we just don't have police officer bodies to throw at these kinds of problems and be able to solve them. We try to use the speed trailers a lot in order to help to self-regulate these issues. It isn't perfect but they do help a lot. We try real hard to do what we can with the resources that we have and make the most efficient use of our time. I also know that you know that.

However, we'll do what we can and we'll also visit with Mr. Dormer about his issue. We're on it. 😊

Jim

## Mary M. Meyer

---

**Subject:** Phares Drive Speeders  
**Attachments:** Phares.pdf

**From:** James Peschong  
**Sent:** Thursday, July 16, 2015 11:45 AM  
**To:** Jon Camp; [gpaandgmad@outlook.com](mailto:gpaandgmad@outlook.com)  
**Cc:** Michael Woolman; Donald Scheinost; Todd Kocian; Tom Casady ([tomcasady@earthlink.net](mailto:tomcasady@earthlink.net)); James Peschong; Mary M. Meyer; Mark Meyerson  
**Subject:** FW: Phares Drive Speeders

Councilman Camp and Mr. Dormer,

Attached is a printout report from the speed trailer as to what the trailer was recording for speeds while it was set up in the neighborhood from March 6<sup>th</sup> – 11<sup>th</sup> on 77<sup>th</sup> & Phares. As you know we have a few “speed trailers” that we use to help us prioritize where we have real speeding issues in order to help us direct our limited resources. They also serve as a great tool to self-regulate motorists and provide them with some “in your face” feedback as to what a motorists speed may be as they are driving down the street.

While I will acknowledge that there are some speeders going down the street in this neighborhood, as there are all over the City. However, these are generally low numbers of speeders driving in this area compared to other neighborhoods that we try to work with. The HIGH numbers are generally a ghost reading or we will have individuals throw things toward the speed trailer to see what speed they can get the unit to register. We don’t believe that we are having a vehicle driving down the street at 108 mph. If we did, we would be getting numerous calls from neighbors. In fact, I am being told that some neighbors have approached officers out there running radar, wondering why they are there and who is complaining. They feel we are just picking on them trying to catch neighborhood residents speeding. They evidently don’t have the same opinion about the speeding that is going on in the neighborhood as Jim does.

However, having said all of this, the SE Team will be working on doing another speed trailer set in this area in order to once again evaluate the degree of speeding. According to my conversation with Captain Woolman, his officers are not witnessing that much speeding out there and the need to spend a lot of resources in this area compared to other issues that need their attention. It certainly could be that when we are out there people tend to slow down. However, I believe this is also the point of what we are trying to do, reduce speed. We want motorists to recognize the speed limit and follow it. Hopefully seeing us helps them to refocus on their speed and slow down, if they are speeding.

We’ll see what the new report will show us.

Jim

---

**From:** Michael Woolman  
**Sent:** Thursday, July 16, 2015 10:48 AM  
**To:** James Peschong  
**Subject:** RE: Phares Drive Speeders

Chief,

I have attached the speed study from 3-6-2015 to 3-11-2015 on 77<sup>th</sup> and Phares. Sergeant Meyerson wants to do another study to show that we really do not have a problem and he plans on putting the trailer out there again tomorrow through next Tuesday.

Thanks for the help,  
Mike

4 . 6/20/15

Study Name 77th and Phares,  
EB  
Study Location 77th and Phares,  
EB.

Start Date/Time 3/6/15 13:35  
End Date/Time 3/11/15 12:50

Total Study  
Time 04 D 23 H 15 M

Total Vehicles 6208

Speed Limit 25 mph  
Total Speeders  
Percent  
Speeding 976  
15.7%

85th Percentile 26 mph

Median Speed 22 mph

Maximum  
Speed 108 mph

Study Name 77th and Phares,  
EB  
Study Location 77th and Phares,  
EB.

Start Date/Time 3/6/15 13:35  
End Date/Time 3/11/15 12:50

Total Study  
Time 04 D 23 H 15 M

Total Vehicles 6208

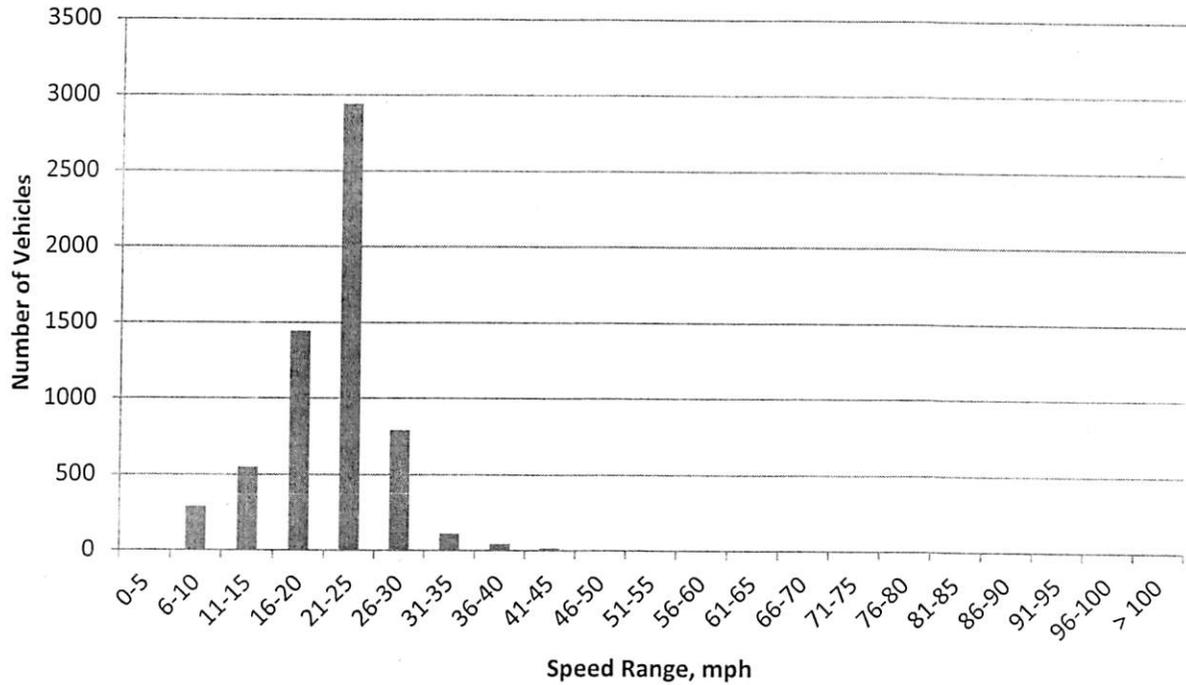
Speed Limit 32 mph  
Total Speeders  
Percent  
Speeding 184  
3.0%

85th Percentile 26 mph

Median Speed 22 mph

Maximum  
Speed 108 mph

**Traffic Volume for Study, By Speed**  
**Study Name is 77th and Phares, EB**  
**Study Location was 77th and Phares, EB.**  
**Speed Limit was 32 mph Study Start Time was 13:35 on 03/06/2015**  
**Study End Time was 12:50 on 03/11/2015**



Period End Time	Total Vehicles	Median Speed	Maximum Speed	85th Percentile	No. of Speeders
3/6/15 16:00	227	22	40	25.4	2
3/6/15 18:00	293	21	37	25.0	12
3/6/15 20:00	238	21	39	25.0	6
3/6/15 22:00	115	21	31	24.7	1
3/7/15 0:00	78	20	30	25.5	0
3/7/15 2:00	27	20	25	24.0	0
3/7/15 4:00	9	23	25	23.8	0
3/7/15 6:00	2	18	20	18.0	0
3/7/15 8:00	27	23	36	29.5	4
3/7/15 10:00	78	21	97	25.3	4
3/7/15 12:00	157	21	37	25.0	2
3/7/15 14:00	149	23	42	27.4	5
3/7/15 16:00	201	22	39	26.1	4
3/7/15 18:00	225	21	38	25.0	5
3/7/15 20:00	155	21	42	25.0	7
3/7/15 22:00	110	22	29	24.6	0
3/8/15 0:00	49	22	30	25.8	0
3/8/15 2:00	27	21	28	24.3	0
3/8/15 4:00	10	18	22	20.0	0
3/8/15 6:00	5	24	29	26.0	0
3/8/15 8:00	26	20	33	25.9	1

3/8/15 10:00	57	20	32	24.5	1
3/8/15 12:00	136	22	103	25.0	4
3/8/15 14:00	199	22	36	24.6	2
3/8/15 16:00	174	19	42	24.4	2
3/8/15 18:00	141	22	98	26.2	4
3/8/15 20:00	110	22	34	26.9	3
3/8/15 22:00	74	23	32	25.7	2
3/9/15 0:00	23	23	29	25.6	0
3/9/15 2:00	9	17	23	19.4	0
3/9/15 4:00	9	24	32	25.3	1
3/9/15 6:00	21	19	27	23.6	0
3/9/15 8:00	51	23	108	31.7	9
3/9/15 10:00	101	20	47	26.0	9
3/9/15 12:00	149	22	38	25.0	7
3/9/15 14:00	175	22	40	26.1	5
3/9/15 16:00	249	21	43	24.5	2
3/9/15 18:00	320	22	36	26.1	10
3/9/15 20:00	185	22	34	25.9	2
3/9/15 22:00	99	22	34	25.0	3
3/10/15 0:00	19	22	27	25.0	0
3/10/15 2:00	10	21	27	24.4	0
3/10/15 4:00	4	25	29	28.0	0
3/10/15 6:00	29	23	35	26.1	2
3/10/15 8:00	53	21	45	27.1	3
3/10/15 10:00	91	23	98	26.6	6
3/10/15 12:00	129	22	35	25.0	4
3/10/15 14:00	168	23	48	27.6	6
3/10/15 16:00	191	23	104	27.6	7
3/10/15 18:00	254	23	36	26.2	7
3/10/15 20:00	189	22	35	26.9	6
3/10/15 22:00	94	22	33	25.6	1
3/11/15 0:00	20	23	32	28.0	1
3/11/15 2:00	6	23	35	30.0	1
3/11/15 4:00	4	27	31	26.5	1
3/11/15 6:00	20	23	30	25.6	0
3/11/15 8:00	60	23	108	26.8	4
3/11/15 10:00	110	23	94	27.7	8

## Mary M. Meyer

---

**From:** Jon Camp <joncamp@lincolnhaymarket.com>  
**Sent:** Wednesday, July 15, 2015 3:29 PM  
**To:** Lynn Johnson  
**Cc:** Roy Christensen (roy@neb.rr.com); Mary M. Meyer  
**Subject:** Greenhouse Project

Lynn:

Did I miss something at our recent meeting with Mayor Beutler that included you. . .namely the Greenhouse project? I checked with Roy Christensen, who was in the same meeting and neither of us recall any mention of this capital project.

It was only when we read about the project in the Lincoln Journal Star that either of us learned of the project.

Thank you in advance for your clarification.

Jon

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

Office: 402.474.1838/402.474.1812

Fax: 402.474.1838

Cell: 402.560.1001

**Email:** [joncamp@lincolnhaymarket.com](mailto:joncamp@lincolnhaymarket.com)

**Website:** [www.lincolnhaymarket.com](http://www.lincolnhaymarket.com)

Check our reception and event venues at:

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

## Mary M. Meyer

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**From:** Lynn Johnson  
**Sent:** Wednesday, July 15, 2015 4:46 PM  
**To:** 'Jon Camp'  
**Cc:** Roy Christensen (roy@neb.rr.com); Mary M. Meyer; Rick D. Hoppe  
**Subject:** RE: Greenhouse Project

Jon: Thanks for your message. The new greenhouse is a maintenance facility associated with the Public Gardens section. It involves a commitment of \$75,000 of Keno funds to match \$40,000 in grants. I would be happy to answer any questions you or Roy may have. Thanks, Lynn

---

**From:** Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]  
**Sent:** Wednesday, July 15, 2015 3:29 PM  
**To:** Lynn Johnson  
**Cc:** Roy Christensen ([roy@neb.rr.com](mailto:roy@neb.rr.com)); Mary M. Meyer  
**Subject:** Greenhouse Project

Lynn:

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**Mary M. Meyer**

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**Subject:** Fireworks

**Subject:** RE: Fireworks

Katie:

Thanks for your comments on 4<sup>th</sup> of July fireworks.

I will share with my Council colleagues. As you might expect, this is an annual of many citizens. We need to review past discussions to nail down specific arguments to retain “private” fireworks. In the past I recall discussion was focused on “all” fireworks.

Best regards,

Jon

**JON A. CAMP**  
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**200 Haymarket Square**  
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Check our reception and event venues at: <http://www.facebook.com/pages/Apothecary-Lofts-Ridnour-Rooms/173175799380032>

**From:** [katiepocras@gmail.com](mailto:katiepocras@gmail.com) [<mailto:katiepocras@gmail.com>] **On Behalf Of** Katie Pocras

**Sent:** Tuesday, July 14, 2015 9:21 PM

**To:** Jon Camp

**Subject:** Fireworks

Hi Jon,

I'd like to put forth my support for a 4th of July WITHOUT private fireworks.

I think there are plenty of ways to be patriotic without fireworks. In other cities I've lived, no fireworks were allowed.

Besides fire hazards,

I've been annually experiencing...

- a) excuse for bad and dangerous behaviors by kids and parents
- b) fireworks days surrounding the 4th
- c) my street looks like a war zone.
- d) my house in bombarded with fireworks (seriously!)

- e) bonfires in the street. Yes, on Turnberry. 2 bonfires so we couldn't drive down the street.
- f) horrible noise for pets
- g) horrible noise for humans
- h) I have to pickup the mess on my yard.

Thank you  
Katie Pocras  
9025 Turnberry Circle

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## Mary M. Meyer

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**From:** Jon Camp <joncamp@lincolnhaymarket.com>  
**Sent:** Thursday, July 16, 2015 10:52 AM  
**To:** Roger A. Figard; Miki Esposito; Thomas S. Shafer  
**Cc:** Mary M. Meyer; Mayor  
**Subject:** SW 27th Street bridge over railroad tracks; South 56th Access; Jon Camp Infrastructure Statement  
**Attachments:** 2015-03-01--Recommendations for Infrastructure Design, Construction and Maintenance.docx  
**Importance:** High

Roger, Miki, and Thomas:

Today I have received three calls on street projects.

First, a constituent called and questioned the schedule for rehabilitating the SW 27<sup>th</sup> Street bridge (I believe I have identified the correct bridge). Specifically he questioned the resurfacing and new layer of asphalt completed last year and the current disruption of one lane in each direction to replace rebar in the joints. He asked why the rebar project was not done first and then the overlay.

I assume this is part of an RTSD project.

Second, two constituents called on S. 56<sup>th</sup> Street, south of Hwy 2. They conduct business in office buildings along the construction route and have appreciated the construction trucks/workers moving for their access. However, they also requested reopening London Road so they are not as disruptive of the contractors and to create a safer environment for all. Apparently this type of access was once provided and as recently as July 3<sup>rd</sup>, Thomas addressed this situation and said London Road would be reopened. Further, over the years, London Road has been used by many of their colleagues, so any current additional use on London Road should not be too disruptive of the residents.

Can London Road be reopened . . . soon?

Third, an added note: I have voice concerns for many years on several aspects of road/street design, construction and maintenance, which are being echoed by many constituents. Last night I attended a Homeowners Association and heard several concerns; I also get frequent phone calls and emails also expressing concerns. These include comments about the medians (including new design with drip systems that will be destroyed when vehicles jump the curbs onto the medians), street damage from snow plows, and unattended cracks and potholes in pavement. One call this morning expressed concerns that medians on N. 27th were being irrigated and planted yet adjacent potholes remained unrepaired. "Prioritization" was a theme.

I would like to schedule a "one-on-one" meeting in the near future with key Public Works officials and a representative from the Mayor's office (or even Mayor Beutler) to address our street construction approach. Many years ago such a meeting was held and I am concerned that my requests are being ignored.

Thank you for addressing these matters.

Jon

**JON A. CAMP**  
**Lincoln City Council**  
**200 Haymarket Square**  
**808 P Street**  
**P.O. Box 82307**

# **RECOMMENDATIONS FOR FUTURE INFRASTRUCTURE**

**March 1, 2015**

## **COUNCIL MEMBER JON CAMP**

### **1. Design standards**

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

### **2. Construction**

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

### **3. Maintenance**

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

## Mary M. Meyer

---

**From:** Lawrence Hufford <sberk71@msn.com>  
**Sent:** Thursday, July 16, 2015 1:39 PM  
**To:** Jon Camp  
**Subject:** Traffic Flow Complaint - Normal & 56th

Dear Representative Camp,

My family and I are new to Lincoln and have enjoyed getting to know the area and settling into our house and new neighborhood. We are extremely happy to have found a home in Lincoln. I'm a Civil Engineer who is working as a Project Manager for UNL and my wife is currently a stay-at-home mom raising our 2-yr old son. During her days, she enjoys biking around town on the impressive trails and routes, as well as visiting the zoo, Children's Museum, gym, or other establishments. On more than one occasion, she has mentioned how nice it is to have the roads and trails in a good condition, minus the potholes here and there and the routine summer maintenance the City performs. As a wife of an engineer, she understands construction and it's necessity. This is not why I'm writing to raise a complaint.

Instead, another thing she has mentioned is how there are many streets throughout town that have a 2-lane intersection on one side that immediately converge to 1-lane as soon as you're through the intersection. Almost all of these are poorly marked or lack marking entirely. There are 2 reasons we have noticed these:

- 1) We accidently end up in the right lane not knowing that it is about to merge. We feel horrible having to merge in front of someone who is just starting to get up to speed. There have been multiple occasions where I've just turned right or stopped completely to let people pass me because I don't want to cause an accident by jumping in line.
- 2) We've been cut off by impatient drivers who gun it off the stop line to barely squeeze in.

I understand that an occasional mistake happens and people end up in the wrong lane. I also understand that some people are truly in a hurry for a legitimate and important reason. What I can't understand is why the City and Police Department sit back and let this type of blatant disregard for safety to happen in mass volume at certain intersections at certain times of the day. The main intersection I'm writing about is Normal Blvd and 56th when heading East in the afternoon between 1630 & 1730. This is my typical route home and some days traffic is light and people play nice, other days, it is dangerous and people act like Rome is burning and they're trying to get out as fast as possible. I have witnessed or been involved in numerous near misses at this intersection. When the light goes green, the first 2 cars in the right lane will step on the gas to jump out in front of the first car in the left handed through lane. By jumping out in front of this first car, it causes the first car to wait and slowly get through the intersection. This potentially leaves that individual open to being rear ended by the car behind them or even worse a series of chain reaction collisions. By waiting, it provides just that much more gap for the 3rd car in the right lane to feel empowered to then gas it and cut of someone in the left lane. Please keep in mind that this isn't just civilian drivers either. One afternoon I witnessed a City truck, pulling a trailer filled with lawnmowers and other lawn care equipment intentionally get out of the left lane and into the right. I assumed that he was about to turn South onto 56th. Instead, he punched the gas and cut off the driver in front of me. Thankfully I saw this coming and braked in time to not rear end a Lexus. The City truck then turned left into the gated parking lot with gas station across from the access point to Holmes Lake. So now we're letting City employees put the safety of others and City equipment into jeopardy? That sounds like a lack of leadership or training...

Continuing, I have sat at this intersection at times for 3 lights. There is no plausible reason that a driver should be able to clearly see the light and have to wait until the 3rd green to get through the intersection. One day I counted and only 5 cars from the left lane successfully got through the intersection per light. I didn't see how many made it through from the left but I know I watched the light turn green and didn't get the chance to move forward until the light was already red.

As a retired Air Force Officer, I know that it isn't right to just complain about something and not help with a solution. I have found and asked my Airmen to follow suit, that you have a better chance of successfully implementing change by providing a way ahead and a course of action. For this particular situation, I will propose 2 solutions. One is short term and both incur a monetary charge:

1) Post a cop or two at the entry to the parking lot. When the light goes green, have them flag the drag racers in the right lane into the parking lot. At this point, it will cause them to think about their actions and prevent them from cutting off the other members of the public who care about their fellows. I don't know of anything illegal with speeding off the line, so I don't think you can, nor would I suggest, ticket these "offenders." My thought is that by causing people to be delayed and forced to think about their actions and how they're possible affecting others, it might make them change their ways. This isn't a 1 day fix and would need to be done for 1-3 days at a time on numerous occasions. It is changing the culture and actions there of. Some members will be upset by this action of the PD but remember, they are the ones who feel entitled enough to neglect the safety of others. Some members who are flagged in, might appreciate the opportunity to meet with an Officer and it can be used as a way for the LPD to invest some time into the community members while also helping to drive change.

2) Install a small curb that prevents individuals in the right lane from merging left. Simply putting up a sign that states "Right Lane must Turn Right" does nothing and people will just merge to avoid having to turn right. It would defeat the intent. However, putting up a physical barrier will prevent individuals from endangering others without knowingly risking the safety of their own vehicles. You could try this with first with a temporary solution similar to a Traffic Flexible Guide Post or Traffic Channelizer Cones. Yes, this solution has a monetary disadvantage to it but it forces change. You can leave enough room before starting the berm to allow members turning East from 56th to get into the through lane before they are then forced into the parking lot. The other downside to this solution is the presence of an obstruction for snow removal operations. I haven't lived in NE for a winter yet, so I'm not sure how bad it gets but I know that we have these types of traffic devices in use in OH where I grew up and our snow teams were able to adapt and successfully keep the roads clear and safe during winter snow.

Thank you for your time. I know this is a lengthy email but I hope you find it useful and a perspective worth looking further into.

Have a great day,

Rob Hufford  
5444 S 78th St  
Lincoln, NE 68516  
(301) 803-8251

**DIRECTORS' AGENDA**  
**ADDENDUM**  
**MONDAY, JULY 20, 2015**

**I. CITY CLERK**

**II. MAYOR & DIRECTORS' CORRESPONDENCE**

**MAYOR**

1. NEWS ADVISORY. Mayor Beutler's public schedule for the week of July 18, 2015 through July 24, 2015.
2. NEWS RELEASE. Library features Nebraska cartoonists.

**III. DIRECTORS**

**FINANCE/BUDGET**

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

**PLANNING DEPARTMENT**

1. Nebraska Capitol Environs Commission meeting agenda for July 23, 2015.
2. Letter from Lynn Lightner with suggestion on the new development at the Knolls golf course.

**IV. COUNCIL MEMBERS**

**JON CAMP**

1. Chief Peschong letting Mr. Dormer and Councilman Camp know how two policemen who went and monitored Phares Drive reported. (Refer to agenda under Jon Camp, # 1)
2. Thomas Shafer, Design/Construction Manager, replying to concerns on SW 27<sup>th</sup> Street bridge, So. 56<sup>th</sup> Street access, and Councilman Camp's infrastructure memo. (Refer to agenda under Jon Camp, #4.
3. Thomas Shafer, Design/Construction Manager replying to Ms. Cox on her London Road access accommodation request.

**V. CORRESPONDENCE FROM CITIZENS**

1. Correspondence from Barb Biffle Bennett regarding the danger of sky lanterns.

Date: July 17, 2015

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

**Mayor Beutler's Public Schedule**  
**Week of July 18 through 24, 2015**  
*Schedule subject to change*

Tuesday, July 21

- KLIN - 8:10 a.m.

**LINCOLN CITY LIBRARIES**

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

**FOR IMMEDIATE RELEASE:** July 17, 2015

**FOR MORE INFORMATION:** Scott Stewart, Lincoln City Libraries, 402-441-8530

**LIBRARY FEATURES NEBRASKA CARTOONISTS**

The work of Nebraska cartoonists will be featured at the Bennett Martin Public Library, 136 S. 14th Street, from July 24 through August 16. The exhibit is available during regular library hours, and some of the artists will be part of a First Friday Art Walk event from 6 to 8 p.m. Friday, August 7. The exhibit is being held in conjunction with the “Escape the Ordinary” Adult Summer Reading Program.

Local cartoonist and library staff member Scott Stewart is curating the exhibit. The featured cartoonists include:

- Paul Norris, creator of Aquaman
- Chris Ware, a New Yorker cover artist
- Bob Hall, a former artist for Marvel Comics and the director of the Flatwater Shakespeare Company
- Ted Kooser, the 13th U.S. Poet Laureate
- S. Clay Wilson, a founder of ZAP Comics
- Reynold Brown, the poster painter for The Creature from the Black Lagoon
- comic strip artists Rex Maxon, Clare Briggs and Dick Moores
- editorial cartoonists Oz Black, Paul Fell and Jeff Koterba
- Western artist Herb Mignery
- Greg Scott, former Rolling Stone art editor
- Contemporary cartoonists including Stewart, Tom Floyd, Fredd Gorham, Diane Taurins, Jeff Mason and Ben Fry

For more information about Lincoln City Libraries and upcoming events, visit [lincolnlibraries.org](http://lincolnlibraries.org).

**Actual Compared to  
Projected Sales Tax Collections**

	2014-15 PROJECTED	2014-15 ACTUAL	VARIANCE FROM PROJECTED	\$ CHANGE FR. 13-14	% CHANGE FR. 13-14
SEPTEMBER	\$5,620,935	\$5,697,172	\$76,237	\$346,277	6.47%
OCTOBER	\$5,902,112	\$5,657,888	(\$244,224)	\$13,529	0.24%
NOVEMBER	\$5,892,423	\$5,721,474	(\$170,949)	\$6,865	0.12%
DECEMBER	\$5,538,616	\$5,713,868	\$175,252	\$331,264	6.15%
JANUARY	\$5,602,743	\$5,248,031	(\$354,712)	\$288,798	5.82%
FEBRUARY	\$7,054,302	\$6,421,242	(\$633,060)	(\$91,003)	-1.40%
MARCH	\$5,263,080	\$5,326,954	\$63,874	\$192,870	3.76%
APRIL	\$5,036,869	\$5,109,130	\$72,261	(\$23,992)	-0.47%
MAY	\$5,922,674	\$6,275,635	\$352,961	\$677,272	12.10%
JUNE	\$5,707,848	\$5,702,202	(\$5,646)	\$148,185	2.67%
JULY	\$5,723,735	\$5,801,550	\$77,815	\$263,691	4.76%
AUGUST	\$6,091,314				
<b>TOTAL</b>	<b>\$69,356,651</b>	<b>\$62,675,146</b>	<b>(\$590,191)</b>	<b>\$2,153,756</b>	<b>3.56%</b>

Actual collections for the fiscal year to date are 0.933% under projections for the year.

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

	<b>ACTUAL 2010-2011</b>	<b>ACTUAL 2011-12</b>	<b>ACTUAL 2012-13</b>	<b>% CHG. FR. PRIOR YEAR</b>	<b>ACTUAL 2013-14</b>	<b>% CHG. FR. PRIOR YEAR</b>	<b>ACTUAL 2014-15</b>	<b>% CHG. FR. PRIOR YEAR</b>
<b>SEPTEMBER</b>	\$4,822,814	\$4,805,254	\$5,189,424	7.99%	\$5,431,071	4.66%	\$5,741,404	5.71%
<b>OCTOBER</b>	\$4,987,584	\$5,206,659	\$5,568,892	6.96%	\$5,740,406	3.08%	\$5,848,947	1.89%
<b>NOVEMBER</b>	\$4,938,240	\$5,219,952	\$5,194,649	-0.48%	\$5,729,609	10.30%	\$5,873,441	2.51%
<b>DECEMBER</b>	\$4,708,180	\$4,901,748	\$5,250,751	7.12%	\$5,401,140	2.86%	\$5,737,783	6.23%
<b>JANUARY</b>	\$4,777,606	\$5,076,013	\$5,180,028	2.05%	\$5,562,529	7.38%	\$5,525,231	-0.67%
<b>FEBRUARY</b>	\$5,920,886	\$6,327,532	\$6,223,991	-1.64%	\$6,570,418	5.57%	\$6,802,647	3.53%
<b>MARCH</b>	\$4,418,795	\$4,782,783	\$5,077,914	6.17%	\$5,304,048	4.45%	\$5,396,268	1.74%
<b>APRIL</b>	\$4,421,797	\$4,572,281	\$4,681,796	2.40%	\$5,214,537	11.38%	\$5,188,877	-0.49%
<b>MAY</b>	\$5,374,035	\$5,675,978	\$5,655,098	-0.37%	\$5,642,139	-0.23%	\$6,348,190	12.51%
<b>JUNE</b>	\$4,995,388	\$5,241,574	\$5,458,626	4.14%	\$5,635,827	3.25%	\$5,728,421	1.64%
<b>JULY</b>	\$4,865,530	\$5,196,447	\$5,439,682	4.68%	\$5,654,660	3.95%	\$5,841,882	3.31%
<b>AUGUST</b>	\$5,245,798	\$5,453,052	\$5,696,527	4.46%	\$5,921,577	3.95%		
<b>TOTAL</b>	\$59,476,653	\$62,459,273	\$64,617,378	3.46%	\$67,807,961	4.94%	\$64,033,091	3.47%

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

	<b>ACTUAL 2010-2011</b>	<b>ACTUAL 2011-2012</b>	<b>ACTUAL 2012-2013</b>	<b>% CHG. FROM PRIOR YEAR</b>	<b>ACTUAL 2013-2014</b>	<b>% CHG. FROM PRIOR YEAR</b>	<b>ACTUAL 2014-2015</b>	<b>% CHG. FROM PRIOR YEAR</b>
<b>SEPTEMBER</b>	(\$55,500)	(\$263,004)	(\$119,857)	-54.43%	(\$80,176)	-33.11%	(\$44,232)	-44.83%
<b>OCTOBER</b>	(\$121,738)	(\$79,193)	(\$52,533)	-33.66%	(\$96,046)	82.83%	(\$191,059)	98.92%
<b>NOVEMBER</b>	(\$48,320)	(\$73,585)	(\$168,241)	128.63%	(\$15,001)	-91.08%	(\$151,968)	913.05%
<b>DECEMBER</b>	(\$12,388)	(\$5,982)	(\$187,607)	3036.19%	(\$18,536)	-90.12%	(\$23,916)	29.02%
<b>JANUARY</b>	(\$363,009)	(\$49,785)	(\$145,767)	192.79%	(\$603,295)	313.88%	(\$277,201)	-54.05%
<b>FEBRUARY</b>	(\$70,579)	(\$45,283)	(\$131,438)	190.26%	(\$58,173)	-55.74%	(\$381,405)	555.64%
<b>MARCH</b>	(\$485,268)	(\$59,857)	(\$385,142)	543.44%	(\$169,963)	-55.87%	(\$69,314)	-59.22%
<b>APRIL</b>	(\$10,063)	(\$44,038)	(\$68,049)	54.52%	(\$81,416)	19.64%	(\$79,747)	-2.05%
<b>MAY</b>	(\$168,421)	(\$126,962)	(\$42,699)	-66.37%	(\$43,775)	2.52%	(\$72,554)	65.74%
<b>JUNE</b>	(\$104,492)	(\$75,618)	(\$57,679)	-23.72%	(\$81,809)	41.83%	(\$26,219)	-67.95%
<b>JULY</b>	(\$73,768)	(\$52,331)	(\$95,902)	83.26%	(\$116,801)	21.79%	(\$40,332)	-65.47%
<b>AUGUST</b>	(\$3,563)	(\$111,293)	(\$27,656)	-75.15%	(\$49,577)	79.26%	(\$10,119)	-79.59%
<b>TOTAL</b>	(\$1,517,108)	(\$986,931)	(\$1,482,570)	50.22%	(\$1,414,568)	-4.59%	(\$1,368,066)	-3.29%

Year to date vs.  
previous year

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

	<b>ACTUAL 2010-2011</b>	<b>ACTUAL 2011-2012</b>	<b>ACTUAL 2012-2013</b>	<b>% CHG. FROM PR. YEAR</b>	<b>ACTUAL 2013-14</b>	<b>% CHG. FROM PR. YEAR</b>	<b>ACTUAL 2014-15</b>	<b>% CHG. FROM PR. YEAR</b>
<b>SEPTEMBER</b>	\$4,767,314	\$4,542,250	\$5,069,566	11.61%	\$5,350,895	5.55%	\$5,697,172	6.47%
<b>OCTOBER</b>	\$4,865,846	\$5,127,466	\$5,516,359	7.58%	\$5,644,359	2.32%	\$5,657,888	0.24%
<b>NOVEMBER</b>	\$4,889,920	\$5,146,367	\$5,026,408	-2.33%	\$5,714,609	13.69%	\$5,721,474	0.12%
<b>DECEMBER</b>	\$4,695,792	\$4,895,766	\$5,063,144	3.42%	\$5,382,604	6.31%	\$5,713,868	6.15%
<b>JANUARY</b>	\$4,414,597	\$5,026,227	\$5,034,261	0.16%	\$4,959,233	-1.49%	\$5,248,031	5.82%
<b>FEBRUARY</b>	\$5,850,307	\$6,282,249	\$6,092,554	-3.02%	\$6,512,245	6.89%	\$6,421,242	-1.40%
<b>MARCH</b>	\$3,933,528	\$4,722,926	\$4,692,772	-0.64%	\$5,134,084	9.40%	\$5,326,954	3.76%
<b>APRIL</b>	\$4,411,735	\$4,528,243	\$4,613,747	1.89%	\$5,133,122	11.26%	\$5,109,130	-0.47%
<b>MAY</b>	\$5,205,614	\$5,549,016	\$5,612,398	1.14%	\$5,598,363	-0.25%	\$6,275,635	12.10%
<b>JUNE</b>	\$4,890,896	\$5,165,956	\$5,400,947	4.55%	\$5,554,017	2.83%	\$5,702,202	2.67%
<b>JULY</b>	\$4,791,762	\$5,144,116	\$5,343,780	3.88%	\$5,537,859	3.63%	\$5,801,550	4.76%
<b>AUGUST</b>	\$5,242,236	\$5,341,759	\$5,668,871	6.12%	\$5,872,000	3.58%		
<b>TOTAL</b>	\$57,959,545	\$61,472,341	\$63,134,807	2.70%	\$66,393,390	5.16%	\$62,675,146	3.56%

Year to date vs.  
previous year

Lynn S Lightner  
5601 Guenevere Ln  
Lincoln, NE 68512

July 16, 2015

Lancaster County – City of Lincoln  
Planning Department  
555 South 10<sup>th</sup> St.  
Lincoln, NE 68508

Re: New Development Knolls Golf Course

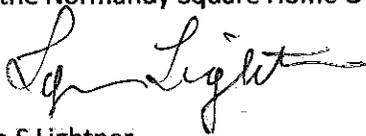
Gentle Persons

The common area within the Normandy Square Properties has an open concrete storm water drainage structure that carries all of the storm water runoff from the Knolls Golf Course area. The 30" diameter culvert that receives this drainage is under the Rock Island right-of-way which is now a public use Rock Island Trail, and is always inadequate and a large holding pond develops. The holding pond serves an obvious purpose and is a consideration of for developments that have large hard surfaces areas. The Normandy Square holding pond was not an intended consideration. If the extreme situation occurred in this area that recently developed in Roca many living units would have had serious water damage.

A possible solution to our problem would be to change the existing 30" culvert under the City's property to 36" which would match up to the connecting 36" culvert within the industrial area.

We strongly urge you to acknowledge the consequences with the new Knolls area development that further exasperates the problem and endanger our many living units.

For the Normandy Square Home Owners Assn.



Lynn S Lightner

Copies to:  
Ceil Lang President of the Assn.  
Mayor Chris Beutler  
Council Person Jane Raybould  
City Public Works and Utilities  
Lincoln Parks and Recreation



## NEBRASKA CAPITOL ENVIRONS COMMISSION

The **Nebraska Capitol Environs Commission** will hold a public meeting on Thursday, July 23, 2015. The meeting will convene at 8:00 a.m. in Room 214, second floor, County/City Building, 555 S. 10<sup>th</sup> Street, Lincoln, Nebraska, to consider the following agenda.

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

### AGENDA

*July 23, 2015*

1. Approval of meeting record of June 25, 2015.

#### **Discussion and Action**

2. A Certificate of Appropriateness for inscribed plaques in the Spirit of Nebraska Pathway and for other design development of Nebraska's Centennial Mall.
3. A Certificate of Appropriateness for work at 825 J Street in the Capitol Environs District.

#### **Miscellaneous**

4. First draft, revisions and additions to Environs District design standards (introduction and preliminary discussion, no action).
5. Misc. and staff report.

#### **Accommodation Notice**

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

## Mary M. Meyer

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**From:** James Peschong  
**Sent:** Friday, July 17, 2015 10:30 AM  
**To:** Jon Camp; gpaandgmad@outlook.com  
**Cc:** Michael Woolman; Donald Scheinost; Todd Kocian; Tom Casady (tomcasady@earthlink.net); James Peschong; Mary M. Meyer; Mark Meyerson  
**Subject:** RE: Phares Drive Speeders

Councilman Camp & Mr. Dormer,

Below is an email from a supervisor who was involved in running radar this morning.

Jim Peschong

This morning myself and Inv Muff went down to Phares Drive between 77 & Lucille and ran some laser. We were out there for 1 hour, stopped 1 car and wrote 1 official(38mph). We ran both directions, on both sides of the hill North and South of Mr. Dormer's address. There were quite a few cars however the vast majority were traveling between 24-28mph. Some were as slow as 19mph and we had a some at 32mph and 33mph. The street in that area is winding and narrow which gives the impression that vehicles are going much faster than they really are, both of us observed this several times. Just wanted you to know.  
Thanks.

tk940

## Mary M. Meyer

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**Subject:** FW: SW 27th Street bridge over railroad tracks; South 56th Access; Jon Camp Infrastructure Statement

**From:** Thomas S. Shafer

**Sent:** Friday, July 17, 2015 8:12 AM

**To:** 'Jon Camp'; Roger A. Figard; Miki Esposito

**Subject:** RE: SW 27th Street bridge over railroad tracks; South 56th Access; Jon Camp Infrastructure Statement

Councilman Camp,

I've been asked to pull together some information regarding the concerns.

In regards to the first one, the SW 27<sup>th</sup> Street Bridge – (I'm thinking this is the US-77 Bridge) is a Nebraska Department of Roads project – both the friction course laid last year for immediate safety concerns and the joint repairs/grade beam project this year got moved up because of recent inspections is my understanding. I can offer to contact NDOR for more and complete information or Nebraska Department of Roads information number is 402-471-4567.

Second – We have had many contacts with the Central Financial Services folks, I will include information to them and Council in a separate email regarding this situation. The bottom line is that while they are not adding traffic to the neighborhood, the opening is allowing new traffic and others to come up S. 56<sup>th</sup> and then jump over into the neighborhood where we have received complaints and also encourages others in the neighborhood to use S. 56<sup>th</sup> to head to points south and east.

Thirdly – We need to review the suggestions in your memo and will get back with you on a meeting sometime later.

I hope my response has adequately addressed the concerns raised, please contact me if you need anything else.

Thomas Shafer  
Design/Construction Mgr

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**From:** Jon Camp [<mailto:joncamp@lincolnhaymarket.com>]

**Sent:** Thursday, July 16, 2015 10:52 AM

**To:** Roger A. Figard; Miki Esposito; Thomas S. Shafer

**Cc:** Mary M. Meyer; Mayor

**Subject:** SW 27th Street bridge over railroad tracks; South 56th Access; Jon Camp Infrastructure Statement

**Importance:** High

Roger, Miki, and Thomas:

Today I have received three calls on street projects.

First, a constituent called and questioned the schedule for rehabilitating the SW 27<sup>th</sup> Street bridge (I believe I have identified the correct bridge). Specifically he questioned the resurfacing and new layer of asphalt completed last year and the current disruption of one lane in each direction to replace rebar in the joints. He asked why the rebar project was not done first and then the overlay.

I assume this is part of an RTSD project.

Second, two constituents called on S. 56<sup>th</sup> Street, south of Hwy 2. They conduct business in office buildings along the construction route and have appreciated the construction trucks/workers moving for their access. However, they also requested reopening London Road so they are not as disruptive of the contractors and to create a safer environment for all. Apparently this type of access was once provided and as recently as July 3<sup>rd</sup>, Thomas addressed this situation and

said London Road would be reopened. Further, over the years, London Road has been used by many of their colleagues, so any current additional use on London Road should not be too disruptive of the residents.

Can London Road be reopened . . . soon?

Third, an added note: I have voice concerns for many years on several aspects of road/street design, construction and maintenance, which are being echoed by many constituents. Last night I attended a Homeowners Association and heard several concerns; I also get frequent phone calls and emails also expressing concerns. These include comments about the medians (including new design with drip systems that will be destroyed when vehicles jump the curbs onto the medians), street damage from snow plows, and unattended cracks and potholes in pavement. One call this morning expressed concerns that medians on N. 27th were being irrigated and planted yet adjacent potholes remained unrepaired. "Prioritization" was a theme.

I would like to schedule a "one-on-one" meeting in the near future with key Public Works officials and a representative from the Mayor's office (or even Mayor Beutler) to address our street construction approach. Many years ago such a meeting was held and I am concerned that my requests are being ignored.

Thank you for addressing these matters.

Jon

**JON A. CAMP**  
**Lincoln City Council**  
**200 Haymarket Square**  
**808 P Street**  
**P.O. Box 82307**  
**Lincoln, NE 68501-2307**

Office: 402.474.1838/402.474.1812

Fax: 402.474.1838

Cell: 402.560.1001

Email: [joncamp@lincolnhaymarket.com](mailto:joncamp@lincolnhaymarket.com)

## Mary M. Meyer

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**From:** Thomas S. Shafer  
**Sent:** Friday, July 17, 2015 8:32 AM  
**To:** 'lcox@cfslinc.com'; 'timc@cfslinc.com'  
**Cc:** Jon Camp  
**Subject:** London Road Access Accommodation Request

Dear Ms. Cox,

Thank you for your e-mails regarding your request to allow access from So. 56<sup>th</sup> Street to London Road for your business complex. We do strive to work with businesses if reasonable alternatives can be accommodated.

For this particular instance on South 56<sup>th</sup> Street we will unfortunately not be able to open London Road for access to and from your business complex for several reasons:

- 1) Traffic would increase along neighborhood streets. Although the number of vehicles on the neighborhood from your business would likely be small, there has been complaints of others driving up South 56<sup>th</sup> then moving over into the neighborhood. It is the City's policy to not detour business traffic through neighborhood streets in order to avoid increased traffic in neighborhood areas.
- 2) The neighborhood traffic would have direct access to So. 56<sup>th</sup> Street during construction. An increase in local traffic on So. 56<sup>th</sup> Street during construction generated from the neighborhood would not be desirable.
- 3) Now that the rain has subsided somewhat, the Contractor will be able to increase construction activities. Based on conversations at the project progress meeting this week, the Contractor expects to begin heavy construction at the London Road intersection within the next few weeks. This will require removal of pavement and storage of materials stockpiled near the intersection which will make the intersection impassable.
- 4) The official detour as outlined in our documents approved by the Federal Highway Administration and the Nebraska Department of Roads is So. 56<sup>th</sup>, Pine Lake Road, So. 40<sup>th</sup> and Old Cheney based in part on comments received from the public during project development. Changes to this route and subsequent complaints to FHWA and NDOR potentially could result in loss of funds for the City.

Just as you mentioned in your e-mail, safety is very important to us as well. We have inspectors on-site daily who monitor construction activities which includes in part observance of safe operation practices. If you see equipment operators not operating in a safe manner around local traffic, please contact Zach Becker as soon as practical at (402) 613-3763 to report it.

If you have any further questions or comments regarding the project, please contact Zach Becker, construction engineer, at (402) 613-6763 or Kris Humphrey, project engineer, at (402) 326-1176 or myself at (402) 525-5644.

Thomas Shafer  
Design/Construction Mgr

## Mary M. Meyer

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**From:** Council Packet  
**Subject:** FW: Sky Lanterns

**From:** Barb Biffle Bennett [<mailto:whoozon1st.band@gmail.com>]  
**Sent:** Saturday, July 18, 2015 8:54 AM  
**To:** Council Packet; Council Packet  
**Subject:** Sky Lanterns

Ladies & Gentlemen,

Thank you for taking up the subject of Sky Lanterns.

By way of background, my husband and I live in Lincoln, and we love fireworks. We attend several parties in our neighborhood each year that have a variety of wonderful fireworks displays.

In 2013, neighbors across the street bought some sky lanterns. The wind was light that year, and the lanterns went straight up before taking off on their journey across the City.

At the time, I wondered about where they might land, because it was somewhat of a drought. .

Last year, 2014, they also had the Sky Lanterns. The first one they launched got caught in a downdraft and started out flying toward our 40 foot pine tree. They were horrified, as was I. Luckily the lantern took an upward turn before it landed in the tree, but it stayed about 15-20 feet for a long time as it trekked up the street, then rose to a safer height. That year, I had bought some special brass hose nozzles for our hoses (to shoot water a longer way) and had them at the ready, but was glad they were not needed. The other 4 lanterns they launched were done more carefully, and no further problems resulted.

Still, I was concerned.

This year, I asked if they had Lanterns. The wife said "yes", but she was not a fan, and asked her husband why he had purchased them. He told her they were selling them...that's why. I asked if they would please be careful. She said they would. Again, my hoses with special nozzles were at the ready.

This year, the first lantern went straight up. The second got caught by a downdraft and headed straight toward our deck with the neighbors following worriedly.

I quickly went into the house, out the front door to the nearest hose and turned it on. The lantern lifted over the garage portion of our home and landed in a branch of the oak tree that overhung the garage part. The leaves caught on fire. I was able to douse the flames on the branch, and dislodge the lantern, which fell to the roof, still burning. Since we have a ranch style house, the height was not an issue. I turned the hose to the roof and made sure the lantern was out, there, the roof was safe. Then I pushed the lantern off the roof with the stream of water.

The neighbors were pretty panicked. So was I. They said they would not do any more lanterns, and we are still friends. If I had not been home, or not had the hose ready, this would not have had a good outcome.

The point is...even in the hands of someone who is careful, these lanterns ARE DANGEROUS. It's like shooting a bullet randomly into the air. We are not allowed to do that because it can fall and do harm. Once these lanterns are released, no one can tell where they will go or land. The person releasing a lantern cannot control it.

I am asking you to at least ban the sale of them in Lincoln. I will work with my legislative representative to hopefully expand the ban statewide.

Thank you for your time.

Barb Biffle Bennett

**MINUTES**  
**DIRECTORS'/ORGANIZATIONAL MEETING**  
**JULY 20, 2015**

**Present:** Trent Fellers, Chair; Leirion Gaylor Baird, Vice Chair; Jon Camp; Roy Christensen; Carl Eskridge; Jane Raybould (arrived 2:02 p.m.); and Cyndi Lamm (arrived 2:03 p.m.)

**Others Present:** Teresa Meier, City Clerk; Jeff Kirkpatrick, City Attorney; Tim Linke, Acting Fire Chief; Tom Casady, Public Safety Director; and Mary Meyer, Council Secretary

Chair Fellers opened the meeting at 2:01 p.m. and announced the location of the Open Meetings Act.

**I. MINUTES**

1. Directors' and Organizational meeting minutes of July 13, 2015.  
After correction made the above minutes placed on file in the City Council office.

**II. ADJUSTMENTS TO AGENDA**

**III. CITY CLERK**

Meier stated on Item #12 have two Motions to Amend. Both Motions have been distributed to Council.

**IV. CORRESPONDENCE/REQUESTS OF MAYOR**

1. NEWS RELEASE. Mayor urges caution in hot weather.
2. NEWS RELEASE. City street survey helps prioritize street repair.
3. NEWS ADVISORY. Mayor Beutler will hold a news conference Thursday, July 16<sup>th</sup>, 10:00 a.m., at 555 S. 10<sup>th</sup> Street, 3<sup>rd</sup> floor, to announce a developer for the 2<sup>st</sup> and N area; an update on the State Games of America; and an EMS demonstration of new device for treating cardiac arrest patients.
4. NEWS RELEASE. LFR receives new life-saving tool.
5. NEWS RELEASE. Developers to create 20-acre Telegraph District in east downtown.
  - a) Telegraph District; b) Warehouse view; c) Townhouse view; d) Telegraph flats view; and
  - e) Telegraph flats shadow.

**V. DIRECTORS CORRESPONDENCE**

Camp stated he received an email from a constituent asking if the ambulance personnel get to use those vehicles to go to lunch and dinner? Linke responded, occasionally if they've missed their station lunch due to training, or an occurrence, they call the OIC for approval to stop and get food.

Casady added, really no different than a police officer. Camp stated he's not objecting but answering the question received from Nebraska City.

**BREAK** - Time to speak with Directors

**VI. BOARDS/COMMITTEES/COMMISSION REPORTS**

**1. Problem Resolution Team (PRT) (06.25.15) - Lamm**

Lamm was unable to attend this meeting.

**2. Public Building Commission (PBC) - Camp, Raybould**

Camp stated the PBC adopted a behavioral policy for the buildings. Mostly common sense, listing 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> offenses. He doubts there's a lot of this activity, but now this policy is in writing.

Lamm had concerns and questioned the policy. She has seen people enter the building intoxicated wanting to make a court date, not have a warrant issued for their arrest. Concerned, wondered if there's discussion on this at the meeting? Secondly the concern for people with hygiene problems. Think that may indicate people living somewhere, or someone who should be at the Mission, but may not have had an opportunity to bathe. Again, they're faced with questions such as missing a court date and having a warrant issued? Last winter in court, heard someone ask the judge to not set bond, as he wanted to be in jail rather than leaving because he didn't have a home, which puts a burden on the taxpayers too. Lamm stated she doesn't know if any of this discussion came up but are items of concern to her.

Raybould stated those points are very valid, but were not discussed. The policy reflects the same policy as the Lincoln libraries, with very few, if any, modifications. Raybould asked Kirkpatrick if any discussion on Lamm's topics? Kirkpatrick replied, no. As far as an appearance in court, for the most part do not think the PBC worries about the court building, as the judges mostly handle. One passes the deputies to get in, and then enter a courtroom of which the judge pretty well controls. He added, judges don't look to the Building Commission to give them recommendations on court decorum, dress code, etc. More focused on this building, and others under the P B C's purview. Kirkpatrick added, not so much from the attitude of trying to be very strict, to keep people out, but more of looking down the road. If someday a person would cause serious disruption we would have a process in place, which gives them due process. Plus, if excluded they have a step to appeal, not there before. As a City Attorney, and also Counsel to the Commission, the concern may be claims for discrimination. Imagine excluding someone for being disruptive and the next thing they do is file a discrimination complaint. Wanted a process in place to address administratively rather than having to go to the courts.

Lamm stated the exclusion was for a day. Kirkpatrick commented, it depends, with different penalties for different acts. The more serious could be for a longer period. Lamm also concerned about the due process. If a person has 10 days to get a hearing and then excluded for a day. Kirkpatrick replied we have a relatively short time, but is part of the due process. Lamm still maintains these concerns, adding if someone is kicked out of the building, and gets arrested per warrant because they couldn't get into court, will bring back to discuss.

Camp stated what might be done is to send a note to the presiding judge, just to see if they're aware and what their policy is. The Sheriff's departments checks everyone, but a fair statement of concern.

Kirkpatrick added, this didn't come from the Commission saying, let's keep people out of the building, but more a matter if a situation came up and we wanted to deal with it, we have a policy in place. He agreed with Camp on thinking this issue won't be seen much. Camp commented in his 16 years on the Council he can't remember anything happening.

Fellers stated this Board doesn't vote on the policy with Kirkpatrick agreeing.

Eskridge asked if anything is in the policy on the practice of petition gatherers? Can they be in the building, or not? Camp thinks they have to be outside on a public sidewalk, but not even on the

approach to the building. Came up several years ago. Kirkpatrick agreed adding was done a number of years ago, but believe that's the policy. A public sidewalk is a First Amendment right, and is where they go. Inside the building it might tend to interfere with public business, and they're excluded.

Camp stated work continues on the old jail building, progressing and almost done. At one point Cheever was moving to another phase, instead of inside. One large item discussed was when the architect was saying maybe we should consider closing the lower level parking. With the changes is evolving into a strange shape. What might we need for exhaust and CO2. He and Raybould questioned as now spending close to \$500,000 for this. Raybould added they encouraged monitoring some CO2 levels, before we jump into this expensive hoop of a new ventilation system. Then would close the sprinkler heads, and switch them out to dry heads. Doesn't make sense on a building with an exterior garage to have wet sprinkler heads, as they're usually dry sprinkler heads because they have a tendency to freeze. Now looking at modifications to the existing plan and we're pushing back somewhat.

Christensen asked if a parking fee was discussed? Camp replied years ago discussed for the north garage which we do. He commented in our union contracts we had/have some existing agreements, but we talked of free parking west of 9<sup>th</sup> Street, on our lots. Anything north and south, including our garage, we can charge. Gradually would help pay costs. Christensen thought possibly time to discuss again.

Camp stated the PBC discussed the Benesch building, where construction is approaching \$4.4 million. Doing some interim financing. He raised the question of paying \$1.7 million for the building, and now for the construction, architects, and District Energy extending to get there. It's becoming an expensive building. The PBC has its' own levy. On parking, and other items, when considering many result in different costs. All agencies located on Public Building property are being charged rent based on operating costs, nothing on the capital costs. Our operating costs are higher per square foot than the private sector. The way it's been done.

Gaylor Baird added also with finance the vision for south of the Haymarket and potentially changing uses of some blocks, you don't want to overinvest in something that ideally will go to some other use. Want to keep our options open, fiscally responsible, and also flexible for changing venues.

Raybould stated there's a long range comprehensive plan for this campus. But on the County side the reason they're re-investing in properties on this campus is because they're going to divide us from other properties and consolidation. They want to sell Trabert Hall, as well as the building the Community Mental Health Center was in, and the Crisis Center is still in. They're want to consolidate campus services.

Raybould added the PBC did get two other bids. We went with the low bid of \$3.8 million. The two other bidders were over \$4 million. The architects were very clear in saying these costs surprised them but what they're hearing is constructions costs are skyrocketing in the City of Lincoln. There are numerous projects and we're competing for limited busy contractors. The price of construction continues to rise. Questioned Killeen if he thought we should hold off? No urgency to bid out at this time. His recommendation was if we delay the prices will continue to go up. Raybould stated there are numerous projects in Lincoln. We authorized because we didn't want further project increases.

Camp added since 2008 a lot of trades people retired or have gone to different states/markets, leaving construction short, but with major jobs, housing projects, etc. A high cost of living.

Camp said he appreciates Raybould being on the Commission and having her question items. We also, had questions on the basement of the Benesch Building, which is to create more floor space.

Camp heard questions on other area uses. Gaylor Baird stated she was thinking of the campus, and south. Camp said the PBC has their own plan, with another item of using the square block south of here. We heard approximately half a million for exhaust systems, etc. and thought of what we may need in 7 to 8 years. Might consider building on the north lot, adding layers. When designed we insisted in a greater foundation in order to add levels. But to walk from there to the south building not sure jurors, and others, would like. As more people are on campus do we need to invest in the south lot, with underground parking? Spend money on the south lot? We may have different ideas but with the accumulated property need to get efficiencies for this campus.

Fellers doesn't remember Council receiving a Master Plan briefing for campuses. Raybould agreed Council should receive. Gaylor Baird stated Paul Barnes' presentation illustrated using the north parking lot, but not focused on one item. Fellers stated it was brought up, but have we ever heard from Killeen?

Raybould commented John with VDH Architects does a presentation, and she received last fall. We should do in order for everyone to be on the same page.

Raybould stated they did discuss security cameras. Beefing up security cameras and going for bids on this building and the Hall of Justice. The current camera system is somewhat antiquated. They didn't discuss the details of the current system, but looking for bids on upgrading the system.

### **3. Board of Health - Raybould**

Raybould stated there was no July meeting scheduled. Next meeting in August.

## **VII. MISCELLANEOUS**

Eskridge stated as a reminder there is a Drug Court Graduation tonight.

Gaylor Baird stated she was contacted by a person who saw young people wading in Antelope Creek, at the higher levels, and concerned about health, safety and the runoff which goes into the Creek. She submitted her idea to Prosper Lincoln to suggest better swimming opportunities for young people. Gaylor Baird also discussed what to do, with one suggestion being signage. Contacted Halstead and Johnson who recommended signage language, and will fabricate and plan to install soon. The signs say, no wading, no swimming, and has symbols for people who may not read English but can tell from the symbols. Will do temporary signage so they can move periodically, because when signs are static they eventually get ignored. Johnson had said all the Lincoln fountains are signed but people still waded in them. Gaylor Baird stated this is meant to try and keep out when waters are at higher levels.

Gaylor Baird believes one unintended consequence of the Union Plaza beautification, and all the layers which go to the creek, are almost inviting, and may look like a welcoming environment, particularly to put your feet in. But, it's not clean water and we do not want young people to use as a recreational body.

### **Agenda**

Fellers asked if everyone likes the changes to the agenda? Or not like? Do you want to change further? Or go back to the previous agenda? Christensen replied this agenda works fine, with Eskridge agreeing.

Gaylor Baird stated one item, Council Members, could be consolidated with Miscellaneous. Fellers

commented could list with Miscellaneous, moving Council Members up.

## **VIII. CORRESPONDENCE FROM CITIZENS**

1. Everett Neighborhood Association newsletter, June 2015. Available online.

## **IX. CITY COUNCIL MEMBERS**

Camp asked if other Council Members receive many calls regarding speeding in residential areas? Received for Phares Drive, and other areas, with the police being very cooperative in putting out signs, but we're stretching our police force. Some think people get accustomed to going faster. Any thoughts?

Fellers stated he's received and referred to the police department. They've done different things, either try to have someone in the area or put up signs, which seems to help people slow down. The response from constituents has been positive. Camp added everyone has probably this, a sign by the terminal which says how fast you're going. Seen similar static signs mostly by school zones which helps.

Raybould commented at the Witherbee Association social a constituent said they plan to testify before the Planning Commission on the Volkswind project in Hallam. Asked if the City of Lincoln has an interest in the project? Lincoln stands to benefit from the electricity generated. Will we benefit from the added property tax revenue? The County will capture their share but the City stands to benefit as well. His request was if we are taking a position on the project? In support, or? Raybould was sure he hoped we would support the project. Christensen commented last week a constituent said, please, if you are asked, oppose this. This constituent lives in Hallam and will neighbor the property. Very opposed. Christensen added, professionally would say the low frequency sounds from turbines are detrimental to health. Even a quarter mile distance low frequency. Does not think Council should take a stand.

Lamm asked if requesting someone to take a position on behalf of the whole Council? Raybould replied they wanted to know the Council's position on the project. I think they hoped we would support. Fellers asked, by resolution or vote? Raybould answered, testimony. How does this benefit Lincoln, this project in Hallam? Fellers asked if before the County Board when being heard?

Eskridge added there is a coal powered plant south of the county. With a predominant south/southwest wind it is a pollutant. The Health Department has addressed how much of a pollutant. Raybould stated there are tradeoffs. Basically if retrofitting the coal burning plant to be in compliance with the 2008 regulations it will be at tremendous capital expense to all.

## **JON CAMP**

1. Correspondence from Councilman Camp, regarding Jim Dormer and speeding on Phares Drive, to Police Chief Peschong, and Judy Halstead, Health Department Director.
  - a) Police Chief Peschong's reply regarding the speeders on Phares Drive.
  - b) Police Chief Peschong informing what is being done in the neighborhood to address speeders.
    1. Speed study on 77<sup>th</sup> and Phares.
2. Question to Lynn Johnson, Parks & Recreation Director, from Councilman Camp on a Greenhouse Project.
  - a) Reply from Lynn Johnson, Parks & Recreation Director, on the greenhouse project financing and use.
3. Katie Pocras writing on fireworks in her neighborhood with Councilman Camp responding.
4. Councilman Camp addressing infrastructure design, construction, and maintenance, referring to

constituent calls of concern.

- a) Recommendations for Future Infrastructure draft by Councilman Camp to Miki Esposito, Public Works & Utilities Director, Roger Figard, City Engineer, and Thomas Shafer, Design/Construction Manager.

5. Correspondence from Lawrence Hufford regarding traffic flow at Normal and 56<sup>th</sup> Street.

**X. MEETINGS/INVITATIONS**

See invitation list.

**XI. ADJOURNMENT**

Chair Fellers adjourned the meeting at 2:36 p.m.