

**IN LIEU OF
DIRECTORS' MEETING
ADDENDUM
Monday, July 30, 2018**

I. DIRECTORS CORRESPONDENCE

II. CONSTITUENT CORRESPONDENCE

1. LED Streetlights - David Pauley
2. Proposed 13th Street Project, opposition - David Pauley
3. Proposed 13th Street Project - Pat Anderson
4. Pershing Center - Troy Casper
5. Claim against the City - Carolyn Cunningham
6. Proposed 13th Street Project - Vish Reddi, Near South Neighborhood Association
7. Proposed 13th Street Project - Brent Schmoker
8. Dog Park jurisdiction - Kenneth Carlson
Staff response provided by Angie Birkett, City Council Secretary
9. Proposed Parking Garage - Robin Eschliman

Angela M. Birkett

From: WebForm <none@lincoln.ne.gov>
Sent: Thursday, July 26, 2018 1:00 PM
To: Cyndi Lamm; Jon Camp; Jane Raybould; Carl B. Eskridge; Leirion Gaylor Baird; Roy A. Christensen; Bennie R. Shobe
Subject: InterLinc - Contact

City Council - Contact

Date : 7/26/2018 1:00:01 PM

name David Pauley
address 8001 Eastwood Ct.
city Lincoln
state NE
zip 68506
email pauley david60@gmail.com
comments Dear City Council members,

I am writing to you regarding our city's plan to upgrade our streetlights to LEDs. While I don't disagree with the idea of making long-term energy savings by making the switch, I cannot over-emphasize what a colossal mistake it would be to purchase all of the LEDs without first experimenting with different color temperatures and wattages. I'm not sure about this, but I think my neighborhood has one such light at an intersection nearby. It creates almost a blinding white light that is not at all pleasant. I think you should try different options with a variety of streets before pulling the trigger on buying all the LEDs for the remainder of the street lights. Lincoln citizens are used to the warm color temperature of the current street lights, and they are not going to be at all happy if the city ends up buying super bright, white color temperature LEDs for our street lights.

I hope to hear back from you that you have taken this advice to experiment before making such a large and consequential purchase for the citizens of Lincoln.

Best regards,

David Pauley

IP: 104.218.66.58

Form: <https://lincoln.ne.gov/city/council/contact.htm>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_11_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/11.1.2 Safari/605.1.15

Angela M. Birkett

From: WebForm <none@lincoln.ne.gov>
Sent: Thursday, July 26, 2018 1:15 PM
To: Cyndi Lamm; Jon Camp; Jane Raybould; Carl B. Eskridge; Leirion Gaylor Baird; Roy A. Christensen; Bennie R. Shobe
Subject: InterLinc - Contact

City Council - Contact

Date : 7/26/2018 1:14:36 PM

name David Pauley
address 8001 Eastwood Ct.
city Lincoln
state NE
zip 68506
email pauley david60@gmail.com
comments Dear City Council members,

I am writing to you to voice my opposition to the idea of reducing the number of traffic lanes on S13th Street. We should be encouraging people to support our businesses downtown by making it easier, not more difficult, to get there. Reducing lanes may help some of the Council's members whose apparent agenda appears to be that making driving cars in Lincoln as difficult as possible in order to encourage people to ride CityTran or bicycles. One example of this is the exorbitantly priced new bike lane on N Street. What used to be a perfectly good street to drive down is now an extremely frustrating street on which to spend minutes at each intersection while it goes through its cycles. Has anybody researched whether bicyclists even bother waiting for their green lights?

Another example of this not-so-hidden agenda to make driving harder is the stretch of Van Dorn from 70th to 84th Streets where dozens of trees were planted in such a way as to basically making it very difficult--politically--to widen the street (because so many trees would have to be cut down). Did anyone in charge of this decision remember what the city just went through when trying to widen Old Cheney between 70th & 84th?

What is the projected growth in vehicular traffic on Van Dorn Street in that area over the next 25 years? Does that trend support the decision to plant so many trees?

I would appreciate your response to the issues I've raised in this letter.

Best Regards,

David Pauley

IP: 104.218.66.58

Form: <http://www.lincoln.ne.gov/city/council/contact.htm>

User Agent: Mozilla/5.0 (Macintosh; Intel Mac OS X 10_11_6) AppleWebKit/605.1.15 (KHTML, like Gecko) Version/11.1.2 Safari/605.1.15

Angela M. Birkett

From: Pat Anderson <panderson@nwlincoln.org>
Sent: Thursday, July 26, 2018 4:18 PM
To: Council Packet
Subject: 13th Street Improvements, YES

Re: 13th Street

Dear City Council members,

I am writing to ask your support of the proposed 13th Street improvements. As I hear negative comments about traffic being held up, safety, capacity—these were all brought up with the 11th Street Improvement Project. None of the fears came to fruition. True, Cultiva did lose ONE parking space to a bicycle rack but I think everyone has gotten over that. And the biker rack is used even in the dead of winter.

Traffic—13th Street really doesn't have that much traffic—it's much heavier south of 13th & South where you have 2 lanes. 11th Street also has delivery trucks added to the equation since they can't deliver in the alleys. Traffic has not been hindered on 11th Street. I also wondered when 16th Street was narrowed if traffic would be backed up, but that has not been the case. I travel both 16th and 13th on my way home between 5-6 everyday, traffic is not a problem on 16th and I've no reason to believe 13th Street will be any different.

Safety—Remember several years ago when there was a proposal to widen several streets to 4 lanes? At that time most of those streets were changed to 3 lane with a turning lane. While I can't quote you statistics on accidents, I think we all know a turning lane on a busy street is much safer. Narrowing 11th Street has made it much safer—it has slowed car traffic, created delineated space for bikers and narrowed the crossing for pedestrians. I expect the same results on 13th Street.

Capacity—Can 13th Street handle bikes & cars? Absolutely. Every time we make a safe space for bikes, bike traffic increases. Isn't that what we want--healthier citizens, less road maintenance!

*****The only thing I would add to 13th Street is a beacon light crossing so pedestrians (think kids, disabled, seniors) can push a button and cross safely.** The traffic light came down in a storm 2-3 years ago. There is a light at A and G Streets. You have 2 elementary schools (McPhee at Goodhue & G, Everett at 11th & C) and F Street Community Center (13th & F). People need a safe crossing midway—like at D Street, would be good!

Thank you for your time. Please support 13th Street Improvements + a beacon light.

Pat

--

Pat Anderson-Sifuentez
Community Engagement
NeighborWorks Lincoln
2530 Q Street
Lincoln, NE 68503
402-477-7181, ext. 106
panderson@nwlincoln.org
www.nwlincoln.org

Angela M. Birkett

From: Troy Casper <tjcasper93@gmail.com>
Sent: Thursday, July 26, 2018 11:07 PM
To: Council Packet
Subject: Pershing Center Idea

Hello everyone,

I know that the Pershing Center is now for sale. However, I have a "left-field" idea I wanted to pass along. Something very unique that I don't think exists anywhere.

Why not make it into an underwater dive center? You could have one huge "tank" that could have places to explore underwater. There could be a few other tanks that could be used for training, etc. There could be glass windows similar to an aquarium where people can view the activities. Lighting would be everywhere. There would be certified dive instructors in the water at all times to ensure safety. Some tanks could be shallow while others could be as deep as you could get it.

This could be coupled with an indoor waterpark similar to Great Wolf Lodge. I'm not sure but I think Pershing could accommodate both ideas.

Well, there you have it. Where else in the Midwest (or anywhere) could you go to scuba dive in the dead of winter in clear, temperate water?

Thanks for your time,

Troy Casper
6701 Meursault Drive
Lincoln, NE 68526
402-489-5842

Angela M. Birkett

From: ckuhle@neb.rr.com
Sent: Thursday, July 26, 2018 5:56 PM
To: Council Packet
Subject: Meeting July 30, 2018

Dear Councilmembers;

I understand on the agenda for the upcoming meeting on July 30 that a liability claim I requested against Lincoln Parks and Recreation will be reviewed.

Please let me add that my main point within this claim is that, in my experience with the enclosed shelter at Bethany Park, I have not witnessed that a regularly scheduled thorough cleaning following infection prevention guidelines is performed.

In my opinion, the City of Lincoln should be required to follow the same health and safety regulations as imposed on private ownerships of leased event facilities.

As I did not hear back from the City/Parks & Rec for over two months, I did file a claim within the Small Claims Court which was received 7/16/18. The letter I received from the City Attorney's office was dated 7/19/18. I will not move forward with Lancaster County Court until after the Council has had a chance to review the claim.

Respectfully,
Carolyn Cunningham

Angela M. Birkett

From: Vish Reddi <vish.reddi@nearsouth.org>
Sent: Friday, July 27, 2018 8:23 PM
To: Council Packet
Cc: Amy Hochstetler
Subject: 13th Street Improvement Project

Dear Council Members,

I am writing to express the **Near South Neighborhood Association (NSNA) board's support of the changes to 13th Street Improvement Project**. These changes would improve safety for drivers, bikers, and pedestrians, maintain traffic flow and enhance the quality of life in our neighborhoods.

The proposed changes would improve safety. As the Public Works Engineering Services staff report points out, the proposed change has many benefits; the most important one being the safety of our citizens. A Federal Highway Administration study found that the conversion reduces the total number of accidents by approximately 29 percent. This proposal would increase overall safety for both drivers and pedestrians. Please remember that there are three elementary schools located within two blocks of this stretch of 13th street: McPhee, Everett, and Saratoga.

The proposed changes maintain traffic flow. The traffic studies also show that a 2+1 design is not only safer than the current lane layout, but it also maintains traffic flow. The current layout does not have dedicated left turn lanes. That has the effect of essentially eliminating those lanes as through travel lanes. The scientific analysis shows that the proposed 2+1 layout with a dedicated center turn lane creates a dependably smooth flow of traffic in both directions. Further evidence can be seen by the fact that the section of 13th street south of South street that is already a 2+1 layout carries significantly more traffic, yet has far fewer crashes.

Finally, this change supports the bikers and walkers who live in the neighborhoods south of downtown. These neighborhood families like to walk, bike and take the bus. They support both our local small business owners along 13th street and our vibrant downtown. Our residents are in support of this change.

Thank you for taking the time to read this letter and we ask for your support in these important safety improvements.

Sincerely,

Vish Reddi, President

Near South Neighborhood Association

Angela M. Birkett

From: Brent Schmoker <bschmok1@gmail.com>
Sent: Saturday, July 28, 2018 5:00 PM
To: Council Packet
Subject: Strongly in Support of the 13th Street Improvement Project

Dear Lincoln City Council,

As someone who has lived in the Near South for 5 years and works downtown, I am so thrilled with the proposal to improve 13th Street between South and K Streets, especially the reduction of car traffic and the addition of designated and protected bike lanes!

I am a firm believer that this is how Lincoln can create vibrant, safe streets that lead to the kind of neighborhoods that talented, tax-paying young professionals (like myself) want to live and work in.

It appears that certain members of your council are questioning the wisdom of this plan but I really hope they will consider ALL stakeholders involved, and not just car commuters trying to save 1 or 2 minutes on their morning commute (which could also easily be undertaken on 9th/10th and 16th/17th streets if they are trying to get quickly in and out of Downtown Lincoln).

If you are questioning if this is a good change, it has already been studied and proven effective in other cities in Iowa and Chicago. Check out this video: <https://youtu.be/Rs7jHvh7v-4>

I really hope you will move forward with the project and continuing helping us make the Near South one of the coolest, most dynamic and most livable neighborhoods in Lincoln.

Sincerely,
Brent Schmoker

Angela M. Birkett

From: Angela M. Birkett
Sent: Monday, July 30, 2018 9:15 AM
To: 'kjcarlson1986@live.com'; Jeffrey Bliemeister; Steve R. Beal; Lin Quenzer
Cc: 'joncamp@lincolnhaymarket.com'; 'royforlincoln@gmail.com'; 'bennie.shobe@gmail.com'; Bennie R. Shobe; Carl B. Eskridge; Cyndi Lamm; Jane Raybould; Leirion Gaylor Baird
Subject: FW: Dog park jurisdiction

Good Morning Mr. Carlson,

Thank you for contacting the Lincoln City Council office about your recent experience at the Mahoney dog run. The Lincoln Parks and Recreation Department built the Dog Parks, the users themselves, the Friends of the Dog Park, Inc., and the Lincoln Parks and Recreation Department manage them. While I realize this information doesn't immediately address your concern regarding the incident that occurred during your recent visit, I'm including Chief Bliemeister of the Lincoln Police Department, Steve Beal, City of Lincoln Animal Control Manager, and Lin Quenzer, City of Lincoln Ombudsman, in this email to assist with an additional response to your question.

Again, thank you for contacting us.

Angie Birkett
Office Coordinator
Lincoln City Council
555 South 10th St., Ste 111
Lincoln, NE 68508
Phone 402-441-6867
Fax 402-441-6533
abirkett@lincoln.ne.gov



From: Kenneth Carlson [mailto:kjcarlson1986@live.com]
Sent: Sunday, July 29, 2018 5:40 PM
To: Council Packet <CouncilPacket@Lincoln.ne.gov>
Subject: Dog park jurisdiction

Top whom it may concern,

I was wondering what city department has jurisdiction over what happens inside of Lincoln dog parks. Today my wife, 2 year old daughter, two dogs and my self went to the Mahoney dog run and were there no more then 5 minutes when another person entered the park with two large unfixed Male rottweilers. He had no control over these dangerous animals and one of them approached my wife and proceeded to urinate on her leg while she was holding my daughter, destroying her \$75 tennis shoes in the process and scaring both her and my daughter. After I pushed the dog away to owner became very aggressive towards me and my family. We left and I called Lincoln police department for assistance. They told me they do not have jurisdiction over the dog parks and they transferred me to animal control who told me that they don't come to dog parks because it is enter at your own risk. So if LPD and animal control don't enforce rules and regulations at dog parks then who does? This could have very easily ended poorly with these aggressive dogs when being stopped from marking their territory could very easily have attacked and severely injured myself, my wife, or my 2 year old daughter. If this had happened the owner, who had no control over his dogs, would have been powerless to stop this and left himself and the city of Lincoln liable. I feel that if the city is going to operate these parks they should be responsible for the safety of the people and animals who enter them. This could be done by installing security cameras so situations can be followed up on and it would deter people with aggressive and dangerous animals from entering the park, or animal control officers could be assigned to the parks and do welfare checks and ensure all rules are being followed. Again I feel like with no department taking responsibility for these areas it cause basically a lawless area where people can do what they want with no repercussions.

Sincerely,

Kenneth, Molly, and Brooke Carlson

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Angela M. Birkett

From: Robin Eschliman <robin@ecrproperty.com>
Sent: Monday, July 30, 2018 8:24 AM
To: Council Packet
Subject: 1318 M Street - cost is \$364,000 each for 100 new parking stalls?

Dear City Council:

I have learned that in addition to the 1318 M Street Parking Garage, you are also considering a major investment in the Eagle Parking Garage.

It appears that you want to invest \$30,875,000 to buy land, renovate, demolish, and rebuild 1318 M Street. It appears that you want to invest \$5.6 million to acquire a lease and repair the Eagle.

Where are all the people going to park while a garage is being torn down? Is there going to have to be some sort of compensation on their behalf that the taxpayers will have to pay?

The two garages have a total of 800 stalls, and apparently if you do this construction you hope there will be 900, right? This is a net gain of only 100 stalls for the public.

In other words, if you are proposing to spend \$36,475,000, and at the end of the day you are going to net only 100 new stalls, you are spending **\$364,054 per new stall created.**

Can you do better than spend \$364,054 per new parking stall and only get 100? I think you can. Let's say it costs you \$2 million to demolish Pershing Auditorium. If you can't afford to build a garage there, you could put flat surface parking for 300 stalls. The demolish cost per stall is \$6,667. Even with pouring some concrete or asphalt, you aren't spending \$364,000 per stall. And you aren't netting 100 new stalls, you're netting 300. You wouldn't have to figure out where people need to park, and you'd save the hundred grand it costs every year to run Pershing. You might even inspire a private sector person to help you build a bigger garage for an economic development project and help you pay for it.

If you are going to take away parking spaces on our downtown streets for bike lanes, and if you are going to tell us that effectively, it is necessary to spend \$364,000 to replace those, this cost for every lost parking stall must be added to the true cost of the bike lanes.

Are we looking at losing as much as \$100,000 a year of property taxes by investing in the 2 private sector garages? If so, that starts adding up over the years. In a decade we will have lost \$1 million, just to get 100 net new stalls.

Wouldn't it be wise to consider the agreements for the 2 garages and the construction contract simultaneously? What if any one of these 3 pieces don't work out? Then you haven't netted any new parking stalls for the public, and basically all you are is a lender for a private sector garage owner.

I can't know what I don't know, but it does not appear to be logical to spend this kind of money to remove private parking garages from the tax rolls.

Robin Eschliman

Robin Eschliman, CCIM, President

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