DIRECTORS’ MEETING
MONDAY, MARCH 21, 2011
555 S. 10TH STREET, ROOM 113
2:00 P.M.

I. CITY CLERK

II. MAYOR
1. NEWS RELEASE. Mayor presents February Award of Excellence to Sarah Neujahr of the Lincoln-Lancaster Health Department.
2. NEWS RELEASE. Councilman Camp to introduce one-to-one retirement match at Monday’s meeting.

III. DIRECTORS

PARKS & RECREATION
1. The “Sherman Field Forever Campaign” will be announced on Thursday, March 31, 2011 at 10:00 a.m. at Sherman Field, 2nd and South Streets through the Mayor’s news conference.

PLANNING DEPARTMENT
1. Board of Zoning Appeals cancelled for March 24, 2011.

PUBLIC WORKS & UTILITIES/ENGINEERING SERVICES
   a) Draft letter to the Board of Classifications and Standards: Relaxation Request;
   b) Corridor pictures; and
   c) Typical Cross Sections

IV. COUNCIL MEMBERS

V. MISCELLANEOUS

VI. CORRESPONDENCE FROM CITIZENS
1. Lincoln Electric System Administrative Board meeting agenda for March 18, 2011.
2. Letter from Downtown Lincoln Association in support for approval of the North Haymarket Hotel Project. (Delivered to Council Members on 03.14.11 before Council meeting)

VII. ADJOURNMENT
OFFICE OF THE MAYOR  
555 South 10th Street, Lincoln, NE 68508, 441-7511, fax 441-7120

FOR IMMEDIATE RELEASE: March 14, 2011  
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 441-7831

MAYOR PRESENTS FEBRUARY AWARD OF EXCELLENCE

Mayor Chris Beutler today presented the Mayor’s Award of Excellence for February to Sarah Neujahr of the Lincoln-Lancaster County Health Department. The monthly award recognizes City employees who consistently provide exemplary service and work that demonstrates personal commitment to the City. The award was presented at today’s City Council meeting.

Neujahr has worked as an Animal Control Dispatcher for the City since 1997. Animal Control Manager Steve Beal nominated Neujahr in the categories of customer relations, loss prevention and productivity for her development of new procedures for pet license renewal.

When new Animal Control ordinances passed a few months ago, the division anticipated an increased number of calls from the public. Neujahr wrote a streamlined procedure for pet license phone calls that provides better customer service. Beal said her work on the procedures is saving the department time and money. Animal Control officers and staff have better and faster access to more accurate information on the status of license renewals and the pet owners.

Neujahr handles the more than 4,000 delinquent pet license follow-ups. She developed a more efficient data base and spreadsheet that can be accessed by officers in the field or by dispatchers. Managers can produce reports, track the status of license renewals and find where problems might exist. Information is grouped by zip code allowing the manager to assign and track progress across the City. The increased efficiency requires less staff time to research the status of owners who are behind on licensing their pets.

Neujahr also has attended two Saturday clinics to microchip potentially dangerous dogs. Beal said she is dedicated to her job, supportive of co-workers and maintains a “can do – no problem” attitude even when the pace is frantic.

The other categories in which employees can be nominated are safety and valor. Consideration also may be given to nominations that demonstrate self-initiated accomplishments or those completed outside of the nominee’s job description. All City employees are eligible for the Mayor’s Award of Excellence except for elected and appointed officials.

- more -
Individuals or teams can be nominated by supervisors, peers, subordinates and the general public. Nomination forms are available at lincoln.ne.gov (keyword: personnel) or from department heads, employee bulletin boards or the Personnel Department, which oversees the awards program.

All nominations are reviewed by the Mayor’s Award of Excellence Committee, which includes a representative with each union and a non-union representative appointed by the Mayor. Award winners receive a $100 U.S. savings bond, a day off with pay and a plaque. Monthly winners are eligible to receive the annual award, which comes with a $500 U.S. savings bond, two days off with pay and a plaque.
CITY OF LINCOLN

FOR IMMEDIATE RELEASE: March 17, 2011
FOR MORE INFORMATION: City Councilman Jon Camp, 402-474-1838, 402-560-1001
Dave Norris, Citizen Information Center, 402-441-7511

CAMP TO INTRODUCE ONE-TO-ONE RETIREMENT MATCH MONDAY

One-to-one match proposed for Mayor, Mayoral Aides and Department Directors

Councilman Jon Camp today announced he will introduce a one-to-one retirement match for the Mayor, mayoral aides, and City department directors as part of Monday’s public hearing on proposed changes to City employee pensions.

“City leaders should lead by example,” said Camp. “When their retirement plans are more comparable to the private sector, it sends the right message while still providing our future city leaders a fair pension.”

Under Camp’s plan, City department directors and mayoral aides hired after May 1, 2011 will put 6 percent of their salary into the retirement plan that the City will match. The Mayor’s position would also have the same pension match but would go into effect at the start of the 2015 mayoral term.

Camp believes the plan is a reasonable approach. “After many discussions with Lincoln citizens and my City colleagues, I believe we have created a win-win situation,” he said. “Taxpayers will benefit from a reduced pension match without undermining the compensation commitments we have made to the current Mayor and directors. It treats everyone fairly and moves us closer to our goal of a one-to-one retirement match.”

Mayor Chris Beutler praised Camp for finding a solution. “Jon pulled people together and found consensus,” said Mayor Beutler. “His common-sense approach is real progress on an issue that concerns many taxpayers.”

The pension changes proposed by Camp are the latest in a series of changes that have occurred since the fall of 2010. Contract negotiations with three of the four civilian unions led to a reduction from the two- to-one retirement match to a 1.3-to-one match. The fourth union chose not to accept the proposed match which led to the City and the union going to the Commission on Industrial Relations to settle their contract impasse.

In March, Mayor Beutler introduced a plan to the Council to give newly hired City department directors and mayoral aides a 1.3-to-one retirement match. After discussions with Camp, Beutler agreed to the Councilman's proposed substitute amendment for a one-to-one match.
CONGRESS

Agreement on FY 2011 budget still elusive.
With the current Continuing resolution (CR) keeping government operations running set to expire one week from today, congressional and White House negotiators do not appear close to an agreement that would finalize FY 2011 spending.

The Senate held procedural votes this week on the FY 2011 spending bill that was approved by the House last month and would make some drastic cuts to domestic programs, as well as a proposal by the Senate Appropriations Committee that would lower overall spending levels from FY 2010, but with less impact on domestic programs. Neither effort received the 60 votes necessary to proceed to a final vote, which was expected. The effort allowed for some Senate floor debate on the issue while negotiators waited for Vice President Joe Biden to return from a previously scheduled overseas trip. Biden has been tasked by President Obama to lead negotiations with Congress on the budget.

Congressional appropriators are now working on yet another short-term CR to buy additional negotiating time, and like the current CR, it is expected last three weeks and to include another $2 billion or so per week in reductions. The reductions are expected to come in the form of eliminating funds for accounts that have been earmarked in past years, a relatively easy target given that an earmark moratorium is expected to occur in FY 2012. While these cuts are expected to have minimal impact, they would eliminate the possibility that some of these programs might be available for a competitive grant round in FY 2011.

Meanwhile, the House is proceeding with consideration of a set of bills that are designed to terminate foreclosure prevention programs at HUD. The House approved the first of four measures this week, a measure that would end the Federal Housing Administration (FHA) Refinance Program established to help homeowners who owe more than their homes are worth refinance their loans. Next week, the House is scheduled to consider a bill to terminate the Neighborhood Stabilization (NSP) program at HUD. The President has vowed to veto the foreclosure bills, and HUD is currently working to obligate all of its NSP funds. See March 4 Washington Report for additional details on these bills.

The Senate hopes to take up legislation next week that would reauthorize Small Business Administration research and development programs, but a group of Republican Senators this week threatened to block consideration of any bills that “do not affirmatively cut spending, directly address structural budget reforms, reduce government’s role in the economy so businesses can create jobs, or directly address this current financial crisis.” As a result, the Senate floor schedule is unclear.

Congressional committees in both the House and the Senate are expected to continue hearing from Obama Administration officials regarding the President’s FY 2012 budget proposal.

HOUSING & CD

House votes to end foreclosure assistance programs. The House voted on Thursday to end the Federal Housing Administration Refinance Program (HR 830), one of four foreclosure assistance programs established to help struggling homeowners after the financial crash in 2008.
The House is scheduled to vote on a second foreclosure assistance measure on Friday that would terminate the Housing and Urban Development’s (HUD) Emergency Homeowners Loan Program (HR 836), which provides emergency loans to unemployed homeowners facing foreclosure and rescind any unobligated funding.

Two other bills approved by the House Financial Services Committee Wednesday are expected to come to the floor next week. They would eliminate two other foreclosure assistance programs: HUD’s Neighborhood Stabilization Program (HR 861) and the Home Affordable Modification Program (HR 83). (See March 4 Washington Report for additional details). In response HUD moved this week to obligate all funding in the third round of NSP grants.

The Senate is unlikely to take any action on these bills, all of which are opposed by the Administration.

ENVIRONMENT
House panel votes to block EPA greenhouse gas regulations. By voice vote, the Energy and Power Subcommittee of the House Energy and Commerce Committee approved legislation (HR 910) that would prohibit the Environmental Protection Agency (EPA) from regulating greenhouse gas emissions under the Clean Air Act. The vote does not signal Democratic support for the bill but rather the fact the Committee Democrats have decided to hold their amendments and much of the debate for when the full Committee considers the bill next week.

As approved by the Subcommittee, HR 910 would amend the Clean Air Act to specifically prohibit EPA from regulating or taking any action to regulate a variety of emissions to address climate change. The bill would also overturn a long list of EPA regulations, proposed regulations and actions related to greenhouse gas emissions, including a scientific finding that greenhouse gas emissions pose a threat to human health and safety, a rule to require reporting of greenhouse gas emissions, and a rule to limit greenhouse gas emissions for power plants and other stationary sources.

The bill specifically exempts a rule setting greenhouse gas emission standards for motor vehicles from model year 2012 through 2017 but would bar EPA and the states from setting greenhouse gas emission standards for motor vehicles in subsequent model years.

EPA began the process of regulating greenhouse gas emissions in the wake of a 2005 Supreme Court decision that the Clean Air Act requires EPA to regulate the emission of any substance that poses a threat to human health and safety. Bill sponsors argue that EPA is overreaching in its efforts to regulate greenhouse gas emissions and that the regulation will raise energy prices and harm industry and consumers.

Committee Democrats argue that having Congress simply declare that greenhouse gas emissions do not pose a threat to human health and safety does not alter the fact that they do. They argue that HR 910 would hamstring EPA efforts to protect Americans from air pollution and to address climate change, which they argue poses a major threat to the American economy in the form of rising sea levels, increased drought, storms and other extreme weather events.

The outlook for HR 910 is less clear in the Senate. A companion bill (S 482) introduced by Senator James Inhofe (R-OK) has garnered 43 cosponsors, all but one of them Republican. President Obama would almost certainly veto HR 910 or S 482 if either were to reach his desk.

Department of Justice
The DOJ’s Office of Juvenile Justice and Delinquency Prevent (OJJDP) is seeking applicants for the FY 2011 Child Protection Research program. Research funded by this program will increase educational awareness of internet or technology-facilitated crimes against children and juveniles, and inform the response of law enforcement and prosecutors. Eligible applicants include units of local government, nonprofits, public agencies and institutions of higher education. Applications are due by May 11, 2011. For more information: http://bit.ly/hs0BE7.

Department of the Interior

The WaterSMART (Sustaining and Managing America's Resources for Tomorrow) program will allocate up to $300,000 for assessment of operating water management systems. Through this evaluation process, grantees may identify potential projects and obtain the documented support necessary to apply for Water and Energy Efficiency Grants under the WaterSMART Program. Eligible applicants must possess water or power delivery authority and be located in the western U.S. or Territories. Applications are due by April 27, 2011: http://bit.ly/f9US2p.

Additionally, the WaterSMART program announces the Advanced Water Treatment Pilot and Demonstration Project Grants for 2011, which is also available to entities with water or power delivery authority located in the western U.S. or Territories. Grants up to $600,000 may be awarded to help fund pilot and demonstration water treatment projects. Applications are due by May 11, 2011. For more information: http://bit.ly/hs0BE7.

Department of Commerce

DOC is currently accepting public comments on its proposed FY 2011–FY 2016 Strategic Plan. The plan is structured around three programmatic themes: Economic Growth, Science and Information, and Environmental Stewardship. Comments are due April 11, 2011: http://1.usa.gov/fFfAh9.
**Department of Labor**
The Department of Labor’s Stand Down grants will provide an estimated 10,000 homeless veterans with opportunities to reintegrate into society. Specifically, funding is available for projects that provide educational and training opportunities to homeless veterans to facilitate their successful workforce reentry. Grantees operating within the Homeless Veterans’ Reintegration Program network will sponsor Stand Down events by coordinating their efforts with various local, State and federal service providers (applications due 90 days prior to event). Among others, state and local workforce boards and certain non-profit groups are eligible for Stand Down funding: http://bit.ly/g3PeKL.

**Department of Transportation**
The Federal Transit Administration (FTA) announces the availability of funds for the Paul S. Sarbanes Transit in Parks Program. This program provides for capital and planning expenses encouraging alternative transportation systems in federally-managed parks and public lands. Eligible recipients include units of Federal land management agencies; and State, tribal and local governments. Applications must be received electronically by March 16, 2011: http://1.usa.gov/7Eto05.

**Economic Development Administration**
EDA is extending the deadline for public comments on obstacles created by current EDA regulations and on ways to improve them to help foster innovative economic development. EDA is particularly interested in learning about barriers that impact the creation and growth of Regional Innovation Clusters (RICs) through this request for comments. The deadline has been extended from March 9, 2011 to April 11, 2011: http://1.usa.gov/hUcoFy.

**Environmental Protection Agency**
EPA released the results of its 2005 national-scale assessment (NATA) of air toxic emissions. This assessment was completed in order to help federal, state and local governments understand the potential health risks from exposure to air toxics. The assessment can be used to identify which geographic areas, pollutants and types of emission sources need closer investigation to characterize potential risks and determine if actions may need to be taken to protect public health. EPA can also use the assessment to work with communities to design their own local assessment, improve the agency’s emissions inventories and identify priorities for expanding the air toxics monitoring network. For assessments, click on the following: http://www.epa.gov/nata2005.

The EPA is currently accepting proposals for Healthy Indoor Environments projects. Up to $200,000 may be awarded to fund projects that reduce the public’s exposure to common indoor environmental hazards. A variety of outreach, training and educational projects will be considered. Proposals submitted by States, local governments, territories, Indian Tribes, and possessions of the U.S., and other organizations are applicable for funds. Interested applicants may submit an optional letter of intent by April 1, 2011. The final application is due by 5:00 PM CST on April 21, 2011: http://1.usa.gov/gHnf8P.

**Promise Neighborhoods**
The Department of Education is accepting comments on its notice of proposed priorities, requirements, definitions and selection criteria for the Promise Neighborhoods Program. Information in this notice will potentially be applied to Promise Neighborhoods planning and implementation grants for FY 2011 and later years. The deadline for comments is April 11, 2011: http://1.usa.gov/e6ZEKz.
You are invited to attend the Mayor’s News Conference
10 a.m., Thursday, March 31
Sherman Field
2nd and South Streets
Lincoln, Nebraska
to announce the
Sherman Field Forever Campaign
Honor the Past, Provide for the Present and Build for the Future.

Lincoln Parks & Recreation
CITY OF LINCOLN
We love our parks.
No applications were received, therefore there will be no Board of Zoning Appeals meeting on March 25, 2011.
METROPOLITAN PLANNING ORGANIZATION TECHNICAL COMMITTEE

A Technical Committee meeting is scheduled as follows:

DATE: March 24, 2011  
TIME: 1:30 p.m. - 3:00 p.m.  
PLACE: Conference Room 113, County/ City Building

AGENDA

1. Review and action on the draft minutes of the February 17, 2011 Technical Committee meetings.
2. Briefing on the 2040 Long Range Transportation Plan (LRTP) update activities.

This meeting will be devoted to reviewing the 2040 Long Range Transportation Plan (LRTP) update activities and LPAC recommendations. Discussion will focus on activities needed to complete the draft plan and Committee members will be asked for their guidance on the process and the plan elements. Each agency represented on the Technical Advisory Committee will be given time (10 days) to respond prior to the Community Outreach event set to begin in April.

3. Other topics for discussion
March 16, 2011

American Recovery and Reinvestment Act Projects
Tree Removal for Arterial Rehabilitation Project

Holdrege Street; 70th Street - 79th Street

State Project No. LCLC 5244 (8) CN 13082
City Project No. 540013

Widening and resurfacing along Holdrege Street from 70th Street to 79th Street is scheduled to begin in April 2011. The project will widen the existing roadway from 27 feet to 34 feet (3.5 feet per side) to allow for a two-way left turn lane and will reconstruct sidewalk ramps that are not ADA compliant.

Prior to construction, certain city-owned trees within the street right-of-way will need to be removed to accommodate roadway and utility construction. You are receiving this because tree(s) adjacent to your property have been identified for removal. This work is slated to begin within the next two weeks and will be conducted by Hofeling Enterprises.

If you have any questions, please contact Warren Wondercheck with the City of Lincoln at 402-540-2750 or wwondercheck@lincoln.ne.gov. Information on all City of Lincoln Recovery Act Projects is available on the City’s web site at lincoln.ne.gov (keyword: recovery).

City Project Number 540013
State Project Number LCLC - 5244 (8), CN 13082
March 16, 2011

American Recovery and Reinvestment Act Projects
Tree Removal for Arterial Rehabilitation Project

70th Street; Adams Street - Aylesworth Avenue

State Project No. LCLC 5247 (11) CN 13038
City Project No. 701811

Widening and resurfacing along 70th Street from Adams Street to Aylesworth Avenue is scheduled to begin in April 2011. The project will widen the existing roadway from 27 feet to 34 feet (3.5 feet per side) to allow for a two-way left turn lane and will reconstruct sidewalk ramps that are not ADA compliant.

Prior to construction, certain city-owned trees within the street right-of-way will need to be removed to accommodate roadway and utility construction. You are receiving this because tree(s) adjacent to your property have been identified for removal. This work is slated to begin within the next two weeks and will be conducted by the City Parks Department.

If you have any questions, please contact Warren Wondercheck with the City of Lincoln at 402-540-2750 or wwondercheck@lincoln.ne.gov. Information on all City of Lincoln Recovery Act Projects is available on the City’s web site at lincoln.ne.gov (keyword: recovery).

City Project Number 701811 State Project Number LCLC - 5247 (11), CN 13038
March 15, 2011

Board of Public Roads Classifications and Standards  
Attn: LeMoyne D. Schulz  
Secretary for the Board  
P.O. Box 94759  
Lincoln, NE  68509-4759

Re:  Request for Relaxation of Minimum Design Standards for Lane Width  
Street Rehabilitation: S 56th Street from “A” Street to Randolph Street  
City Project 701771

Dear LeMoyne,

The City of Lincoln is in the preliminary design phase for a rehabilitation project on S 56th Street from “A” Street to Randolph Street. With this letter, the City of Lincoln is formally submitting a request to the Nebraska Board of Public Roads Classifications and Standards Committee (Board of Classifications) for a Relaxation Request (RR) on this project. This RR would require a relaxation of the minimum lane width found in the “Nebraska Board of Public Roads Classifications and Standards Minimum Design Standards (MDS)”. Table 001.15 of the MDS requires a minimum lane width of 11 feet for arterial streets. The City of Lincoln is requesting an RR to use 10-foot wide lane widths along this segment of S 56th Street. The scope of work for this project consists of widening the existing two-lane roadway to a three-lane roadway with 10-foot lanes – one through lane in each direction and a center two-way left turn lane (TWLTL). It also includes replacing and/or building new 8” concrete base with a 2 ½ inch asphalt overlay on the through lanes, as well as milling 2 inches of existing asphalt over the TWLTL and overlaying with 2 ½ inches of new asphalt.

EXISTING SEGMENT

The existing roadway width is 24 feet as measured from back of curb to back of curb along this segment of S 56th Street. It is striped to provide two 11.5-foot wide through lanes.

The posted speed limit for the segment is 35 mph. The National Functional Classification for the segment is Urban Minor Arterial and the Nebraska Functional Classification is Other Arterial.

PAVEMENT MANAGEMENT SYSTEM

This segment of S 56th Street was evaluated in the City of Lincoln’s Pavement Management System. The system rates street segments in four categories based on an Overall Condition Index (OCI). The four categories of pavement rating and their associated OCI ranges are as follows: Poor 0-40, Fair 40-55, Good 55-70, and Very Good 70-100. Street segments that receive Fair and Good ratings are considered to be ideal candidates for rehabilitation work. Street segments that receive a rating of Poor are considered to be in a condition beyond rehabilitation and reconstruction would need to be considered. This segment of S 56th Street has an OCI of 60 which gives it a rating of Good and is therefore considered a good candidate for rehabilitation.
ADJACENT SEGMENTS
The existing cross-section on the adjacent segment of S 56th Street, south of A Street, is being widened to provide a threelane cross-section and will be striped for two 11-foot wide through lanes and an 11-foot wide TWLTL later this summer (2011). The existing cross-section on the adjacent segment of S 56th Street north of Randolph Street is a one-way roadway striped for two 10.5-foot wide through lanes and a 9-foot wide center through lane. The National and Nebraska Functional Classifications for the adjacent segments of S 56th Street match that of the segment within the proposed project.

PROJECT SCOPE
The City proposes to widen the existing two-lane roadway from A Street to Randolph Street to a three-lane roadway with two 10-foot through lanes and a 10-foot TWLTL. This will allow for the continuation of the TWLTL from the south. The scope of the proposed project is to mill the asphalt driving surface 2 inches, remove and replace 3-feet of base and widen 7 feet on the east side allowing for a TWLTL, remove and replace 10-feet of base on the west side, and overlay the entire cross-section with 2.5-inches of asphalt. This is illustrated on the attached cross-sections.

TRAFFIC/CRASH DATA COMPARISON
This segment of S 56th Street currently has an average daily traffic (ADT) volume of 16,800 vehicles/day with 1.5% attributed to truck traffic. The design year (2030) ADT is 19,000 vehicles/day with truck traffic expected to remain constant at 1.5%. In the past three years, this segment of S 56th Street has had 62 crashes. The types of crashes are shown below:

<table>
<thead>
<tr>
<th>S 56th Street, A Street to Randolph Street, Existing Two 11.5’ lanes</th>
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</thead>
<tbody>
<tr>
<td>Sideswipe</td>
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<tr>
<td>------------</td>
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<tr>
<td>2</td>
</tr>
</tbody>
</table>

The most common type of crash is rear-end. Currently, left turning traffic must slow down and often come to a complete stop as they wait for a clearing in the oncoming traffic. This creates a higher risk for rear-end collisions. The addition of a TWLTL along this section will provide a separate space to slow and wait for gaps in traffic therefore the interference in the through lanes is minimized.

The City of Lincoln is proposing a roadway cross-section consisting of two 10-foot wide through lanes with a 10-foot wide TWLTL (10:10:10). Lincoln currently has no streets consisting of two 11-foot wide through lanes plus an 11-foot wide TWLTL (11:11:11) against which to compare data; however the City does have streets with two 11-foot through lanes and a 10-foot TWLTL (11:10:11) and streets with 11.5-foot through lanes with a 9-foot TWLTL (11 ½: 9:11 ½). Therefore, the City has compared data for an 11:10:11 and an 11 ½: 9:11 ½ roadway with a 10:10:10 and a 10 ½: 9:10 ½ street with similar traffic volumes and speed limits. Data on those streets is listed below:

<table>
<thead>
<tr>
<th>S 48th Street, N Street to Randolph Street, 10:10:10</th>
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</thead>
<tbody>
<tr>
<td>Sideswipe</td>
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</tbody>
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<table>
<thead>
<tr>
<th>N 33rd Street, Huntington Avenue to Holdrege Street, 10 ½: 9:10 ½</th>
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<tbody>
<tr>
<td>Sideswipe</td>
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<tr>
<td>4</td>
</tr>
</tbody>
</table>
S 48th Street, Pioneers Street to Highway 2, 11:10:11

<table>
<thead>
<tr>
<th>Sideswipe</th>
<th>Driveway</th>
<th>Backing</th>
<th>Parked</th>
<th>Rear End</th>
<th>Right Angle</th>
<th>Ran Off Road</th>
<th>Turning</th>
<th>Head On</th>
<th>Other</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>8</td>
<td>4</td>
<td>2</td>
<td>0</td>
<td>31</td>
<td>8</td>
<td>4</td>
<td>10</td>
<td>0</td>
<td>3</td>
<td>70</td>
</tr>
</tbody>
</table>

N 56th Street, Holdrege Street to Leighton Avenue, 11 ½: 9: 11 ½

<table>
<thead>
<tr>
<th>Sideswipe</th>
<th>Driveway</th>
<th>Backing</th>
<th>Parked</th>
<th>Rear End</th>
<th>Right Angle</th>
<th>Ran Off Road</th>
<th>Turning</th>
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<td>4</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>68</td>
</tr>
</tbody>
</table>

By comparison, this existing segment of S 56th Street experienced fewer overall crashes than all of the comparable streets. This is largely due to limited access points along the corridor. Most driveways are located off the side streets and all of the three residential intersections between A Street and Randolph Street are “T” intersections rather than 4-way intersections, creating fewer conflict points. On the other hand, S 48th Street from N Street to Randolph Street had the highest number of crashes. Over half of these crashes are rear-end crashes. As mentioned, many rear-end crashes happen when drivers are slowing down to turn which happens frequently along this corridor where there are numerous residential driveways. Comparing all other crash types, there does not seem to be a significant difference in the number or types of crashes on a 10:10:10 roadway versus an 11:11:11 roadway. It does not appear widening this two-lane roadway to three 10-foot lanes rather than three 11-foot lanes would lead to an above average number of crashes.

AASHTO GREENBOOK
“A Policy on Geometric Design of Highways and Streets” (the Green Book) published by the American Association of State and Highway Transportation Officials has been recognized by the FHWA as “the principal source for design values and ranges for highway and roadway design criteria and other geometric elements” according to the July 2007 edition of FHWA’s “Mitigation Strategies for Design Exceptions.” Therefore, the City requests that design criteria outlined in the 2004 edition of the Green Book be taken into account, in addition to Nebraska state design standards, when considering this request. As stated in Chapter 5 (Local Roads and Streets) and Chapter 7 (Rural and Urban Arterials) of the 2004 Green Book, lanes within the traveled way should range in width from 10 to 12 feet. A minimum width of 9 feet is allowed for dedicated turn lanes at intersections; however, the design width range for continuous TWLTLs is 10 to 16 feet. The amount of truck traffic also must be considered when determining the appropriate lane width for the facility. The applicable Nebraska standard for lane width on Arterial streets is currently more stringent than the accepted national criteria and S 56th Street has very little truck traffic (1.5%). Approving this Request for Relaxation of the State standard of 11-foot lane widths to allow for 10-foot lane widths still meets the national design criteria recognized by the FHWA.

EVALUATION OF PROJECT SEGMENTS
All widening for this project is proposed on the East side due to large, existing transmission power lines, limited relocation potential of the power lines due to regulations regarding proximity to nearby homes, lane alignments at existing intersections, and grade challenges. If this segment of S 56th Street is constructed in accordance with the values included in the MDS, the following actions would occur. All costs are estimates.

1. The total cost of construction would increase by approximately $65,200. With an estimated project cost of $676,600 this would be a 10% increase.
2. The parkspace width becomes 3-feet narrower and would vary between 0-feet and 4.5-feet. The ideal parkspace width is typically 6-feet or greater on an arterial to allow for snow storage, ease of mowing maintenance, and a sense of security for pedestrians.
3. The estimated number of trees impacted increases from 10 to 13.
4. The proposed modular-block-retaining wall may be longer and/or higher depending on the final grading design.

Plan sheets showing typical sections, aerials comparing the existing, proposed and design standard conditions for the S 56th Street project, pictures of the existing corridor, and a resolution from the City Council supporting the Relaxation of the Nebraska lane width standard for this project are also included for your reference.
With this letter, the City of Lincoln requests approval from the Nebraska Board of Public Roads Classifications and Standards for this Request for Relaxation (RR). This RR would require a relaxation of the minimum lane width found in the “Nebraska Board of Public Roads Classifications and Standards MDS”.

Please arrange to have the City on the agenda for the April 15, 2011 Board meeting. Please notify me if you have any questions concerning this matter. Thank you for your time and consideration of this Relaxation Request.

Sincerely,

Roger A. Figard, P.E.
City Engineer
City of Lincoln, Nebraska

Encl.

cc: Thomas Shafer, City of Lincoln
    Holly Lionberger, City of Lincoln
S 56TH STREET FROM "A" STREET TO RANDOLPH STREET, 701771
S 56TH STREET FROM “A” STREET TO RANDOLPH STREET, 701771
City of Lincoln Proposed:
Three 10' Lanes
56th St., A St. to Randolph St.
Sta. 128+60.30 - 151+09.03

MDS Minimum: Three 11' Lanes
56th St., A St. to Randolph St.
Sta. 128+60.30 - 151+09.03

PROJECT NO. 117-E-11
SHEET NO. 701771

Drawn: 3/16/2011
Checked:
Approved:

Horz. Scale: 1"=5'

EXISTING TRANSMISSION POLE
EXISTING TRANSMISSION POLE
EXISTING TRANSMISSION POLES
MUST MAINTAIN A SAFE REGULATED DISTANCE FROM EXISTING RESIDENTIAL HOMES

PROPOSED MODULAR RETAINING WALL WHERE NECESSARY

1. PROJECT 1
2. 2" ASPHALTIC CONCRETE, TYPE 1
3. 8' CONCRETE BASE
4. 2" CURB AND GUTTER
5. BAY JOINT
6. EXISTING CURB
7. WALK
8. PROPOSED MODULAR RETAINING WALL WHERE NECESSARY
9. EXISTING TRANSMISSION POLES
   MUST MAINTAIN A SAFE REGULATED DISTANCE FROM EXISTING RESIDENTIAL HOMES

PROPOSED TYPICAL SECTIONS 117-E-11
03/18/2011
AGENDA
LES ADMINISTRATIVE BOARD
Friday, March 18, 2011 – 9:30 A.M.
LES Board Room
1040 “O” Street

9:30 A.M.          TAB
1. Call to Order
2. Introduction of New Board Member Candidate
3. Approval of Minutes of the February 18, 2011 Regular Meeting of the LES Administrative Board
4. Comments from Customers
5. Introduction and Recognition of Staff
   A. 20-Year Employee: Krishna Amancherla, Senior Engineer, Power Supply, Project Engineering
6. Administrator & CEO Reports
   A. State and Federal Legislative Report

7. Chief Operating Officer’s Reports
   A. Southwest Power Pool Overview, Part 2 (meeting handout)
   B. Ten Year Transmission & Substation Plan (meeting handout)
   C. SAP Update
   D. Sustainable Energy Program (SEP) Update
   E. Service Regulations Modifications
8. Committee Reports
   A. Operations & Power Supply Committee
      1. Submission of Six-Year Capital Improvement Program – LES Resolution 2011-4
   B. Budget & Rates Committee
   C. Personnel & Organization Committee
      1. Approval of Policy 301 – Compensation - LES Resolution 2011-5
         (meeting handout)
   D. Communications & Marketing Committee
9. Other Business
   A. Monthly Financial and Power Supply Reports
   B. Miscellaneous Information
10. Adjournment

No “Lunch & Learn” in March.
Next Administrative Board meeting Friday, April 15, 2011.
March 14, 2011

Mr. John Spatz, Chairman
Mr. Jon Camp
Mr. Eugene Carroll
Mr. Jonathan Cook
Mr. Doug Emery
Mr. Adam Hornung
Ms. Jayne Snyder
Lincoln City Council
555 South 10th Street
Lincoln, NE 68508

RE: Block 21 Hotel Project

Dear City Council Members:

The Downtown Lincoln Association (“DLA”) wishes to respectfully reaffirm our support for approval of the proposed redevelopment agreement between Block 21, LLC and the City of Lincoln for the construction of the North Haymarket Hotel Project located at 8th and R Street in downtown Lincoln.

As indicated in an October 31, 2008 letter to Mayor Chris Beutler, the DLA Board unanimously supported this project as it represents both a sizeable capital investment in our growing downtown and Haymarket area and it is consistent with the approved guidelines of the 2005 Downtown Master Plan. With the subsequent development announcements made since the submission of the original letter of support, most notably voter approval last May of a bond issue paving the way for construction of the new West Haymarket Arena, the DLA believes the North Haymarket Hotel Project is a quality development whose contribution will further enhance the economic vitality of a promising Haymarket future.

The DLA also believes the completion of this and other proposed projects, some of which include commitments to parking stalls in the existing Haymarket parking garage, does accelerate the need for timely development of additional parking resources for both the short-term and long-term parking needs of employees and patrons for existing and future Haymarket businesses. Site selection and commencement of construction of the next Haymarket area parking garage, as is currently being contemplated, must proceed to ensure adequate parking resources even prior to completion of the arena.

On behalf of the Board of Directors of the DLA, we respectfully urge you to approve this redevelopment agreement allowing for the creation of another key contributor to the growing success of downtown Lincoln’s enterprising Haymarket area. Thank you for your thoughtful consideration and for your continued support of downtown Lincoln.

Sincerely,

Terry Uland, President
Downtown Lincoln Association

Ed Swotek, Chairman
Downtown Lincoln Association
I. CITY CLERK

II. CORRESPONDENCE FROM THE MAYOR & DIRECTORS

MAYOR
1. NEWS RELEASE. Owners of Romantix, Gourley Piano buildings reach demolition agreement.
2. NEWS ADVISORY. The Mayor will participate in an announcement by Duncan Aviation on Friday, March 18th, 10:00 a.m. at Duncan Aviation in the Flight Department Hangar.
   a) Map to Flight Department Hangar, 1761 West Kearney, Building 5625.
3. NEWS RELEASE. Duncan Aviation announces paint expansion for Lincoln, Nebraska facility.
4. NEWS ADVISORY. Mayor Beutler will present the Mayor’s Medallion to famed primatologist and environmental leader, Jane Goodall, at the Spring Creek Prairie Audubon Center, 11700 S.W. 100th Street, Denton, NE., at 3:00 p.m. on Saturday, March 19, 2011.
5. NEWS RELEASE. Mayor Beutler’s public schedule for the week of March 19th through March 25, 2011.

DIRECTORS

PLANNING DEPARTMENT
1. Nebraska Capitol Environ’s Commission meeting agenda for Thursday, March 24, 2011.

COUNCIL MEMBERS

IV. CORRESPONDENCE FROM CITIZENS TO COUNCIL
1. Correspondence from Judy Irvin with suggestions regarding having transportation available after 2:00 a.m.

V. INVITATIONS
See invitation list.
OWNERS OF ROMANTIX, GOURLEY PIANO BUILDINGS REACH DEMOLITION AGREEMENT

Mayor Chris Beutler today announced that the owner of the Romantix building and the owner of the Gourley Piano building have reached an agreement on the demolition of both buildings. Both parties have presented formal demolition plans to the City.

Demolition on the Gourley Piano building will begin on Monday, March 21. Because of the increased danger in demolishing the Gourley building, the City will need to close off the westbound lanes of “O” Street beginning at 7 p.m. Sunday, March 20 to facilitate demolition of the north face of the structure. The westbound lanes are scheduled to reopen Tuesday night.

The eastbound lanes will remain closed until demolition is at a level deemed safe enough to reopen them. The demolition contractor for the Gourley building expects that to take about 10 more days. While the westbound lanes of “O” Street are closed, the City will disconnect water service for the Gourley building, which requires excavation of part of the westbound lanes of “O” Street.

Although the owners have agreed to complete the demolition project, the City will keep a contractor on standby in the event that demolition stops for reasons unacceptable to the City.

-30-
DATE: March 17, 2011
FOR MORE INFORMATION: David Norris, Citizen Information Center, 441-7547

Mayor Chris Beutler will participate in an announcement by Duncan Aviation at 10 a.m. Friday, March 18 at Duncan Aviation in the Flight Department Hangar, 1761 West Kearney. A map is attached, and directional signs will be posted.
Duncan Aviation Announces Paint Expansion for Lincoln, Neb., Facility

LINCOLN, NEB. — Duncan Aviation, a premier aircraft maintenance, modification and refurbishment service provider headquartered in Lincoln, Neb., is proud to announce paint expansion plans for its Lincoln facility.

The expansion, set to begin this spring, will add a new paint facility with 45,000 square feet to the existing 440,000-square-foot facility located on the east side of the Lincoln Airport. Ground-breaking is tentatively scheduled for May 1 and the expansion is scheduled to be complete by April 30, 2012.

“Given the significant hit the aviation industry took during the recent recession, we are pleased to be able to look at an expansion plan,” said Aaron Hilkemann, President of Duncan Aviation. “We continually evaluate our customers’ needs and how the capacity of our facilities allows us to meet those needs. Over the last decade, our customer base has continued to purchase larger aircraft while our paint facilities in Lincoln have remained the same for 20 years. We need to have a larger paint hangar to provide full exterior paint services to customers who fly larger business aircraft.”

Todd Duncan, Chairman of Duncan Aviation and grandson of company founder Donald Duncan, said the expansion will allow Duncan Aviation to be well-positioned among competitors and provide the ability for the company to continue to capture market share.

“Given the mix of aircraft our customers now fly, we need to expand paint capabilities if we want to continue to serve our clientele at our Lincoln facility,” he said. “We completed a larger paint facility at our Battle Creek, Mich., location in September 2007. We want to provide the same nose-to-tail services for those large aircraft customers who want exterior paint and want to come to Lincoln. Without facilities to house the larger aircraft, we would be limiting future business for the Lincoln location.”
“Mayor Chris Beutler, John Wood with the Airport Authority, and Wendy Birdsell with the Lincoln Chamber of Commerce have all been instrumental in helping to move this project along,” Duncan continued. “We appreciate everything they have done to pave the way for this construction.”

As incentive to build, the city of Lincoln is paying for movement of a large water main which, if not moved, would be directly underneath the hangar facility. The Lincoln Airport will also be paying for the taxi-lane and ramp in front of the facility. These expenditures are similar to the investments previously made for Duncan Aviation construction in Battle Creek, Mich.

Mayor Beutler said the City is spending up to $150,000 to relocate a portion of the water main. It is the first use of the City’s Fast Forward Fund, which was funded in 2009 to assist primary employers with infrastructure improvements. “This is a great example of the importance of having these economic development tools to attract investment and create jobs,” Beutler said. “I am very pleased with the efforts of our economic development team to convince Duncan Aviation that this home-grown company should continue to grow right here in Lincoln.”

The new paint structure, which will cost roughly $10.5 million to build, will allow input of some of the largest business aircraft in use today, including Gulfstream’s 550, Bombardier’s Global Express and Dassault’s Falcon 7X. It will not necessarily add more paint slots to the Lincoln facility's paint service capacity, but will allow the ability to serve a larger mix of customers.

The planned hangar will have the latest down-draft air flow technology, including automatic monitoring and alarms, to provide the best paint environment possible for aircraft. To increase efficiency, the hangar is designed to accommodate multiple aircraft at once, utilizing a two-zone airflow system. With this design, Duncan Aviation paint teams can perform stripping, sanding, painting and detail work on multiple aircraft simultaneously.

The new paint facility announcement follows on the heels of Duncan Aviation’s announcement last fall of its new “chrome-free” paint process. Duncan Aviation partnered with paint experts and over the past several years they have collectively developed a new chrome-free paint process that is better for the environment, better for the paint technicians and better for the aircraft. Duncan Aviation has also worked closely with the Federal Aviation Administration and last fall received approval to amend its proprietary FAA-Approved Paint Process to include the new processes and products.
Duncan Aviation·Lincoln employs roughly 1,100 employees supporting the aviation needs of business jet operators worldwide. These services include airframe and engine maintenance, avionics installations, interior and paint completions/modifications, avionics/instrument and accessory/propeller repair/overhaul and parts support.

Duncan Aviation currently employs nearly 1,900 aviation experts worldwide. In addition to its Lincoln facility, the company operates a full-service facility in Battle Creek, Mich., and a maintenance facility in Provo, Utah. Other Duncan Aviation locations include more than 20 satellite avionics facilities located throughout the United States.

For more information, contact Duncan Aviation·Lincoln at 402.475.2611 or 800.228.4277 or visit www.DuncanAviation.aero.

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DATE: March 18, 2011
FOR MORE INFORMATION: Mitch Paine, Mayor’s Office, 402-430-7942

Mayor Chris Beutler will present the Mayor’s Medallion to famed primatologist and world-renowned environmental leader Jane Goodall at 3 p.m. Saturday, March 19 at the Spring Creek Prairie Audubon Center, 11700 S.W. 100th St. in Denton. The presentation will take place at the Northern Great Plains Regional Roots & Shoots Summit.

Dr. Goodall will also be available to the media at 4 p.m. at the Spring Creek Prairie Audubon Center.
Mayor Beutler’s Public Schedule
Week of March 19 through 25, 2011
Schedule subject to change

Saturday, March 19
• Northern Great Plains Regional Roots & Shoots Summit, medallion presentation to Jane Goodall - 3 p.m., Spring Creek Prairie Audubon Center, 11700 S.W. 100th St. in Denton, NE

Tuesday, March 22
• Downtown Lincoln Association (DLA) Board meeting, Keep America Beautiful recycling award presentation - 8 a.m., DLA, 206 S. 13th St., Suite 101
• KFOR “Lincoln Live” - 12:30 p.m. (pre-recorded at 11 a.m.), Three Eagles Communications, 3800 Cornhusker Hwy.

Wednesday, March 23
• Annual Conference for Commission on Human Rights, remarks - 8:15 a.m., Embassy Suites, 1040 “P” St.
• Lincoln Policy Network meeting, remarks - 5:30 p.m., St. Matthew’s Episcopal Church, 2325 S. 24th St.

Thursday, March 24
• News conference - 10 a.m., topic and location to be announced
The Nebraska Capitol Environs Commission will hold a scheduled public meeting on Thursday, March 24, 2011. The meeting will convene at 8:00 a.m. in Development Services Center Room 214, 2nd Floor, County-City Building, 555 S. 10th Street, Lincoln, Nebraska, to consider the following agenda. For more information, please contact the Lincoln/Lancaster County Planning Department at 441-7491.

**Agenda of March 24, 2011**

1. Approval of meeting notes of [February 24, 2011](#)

   **Public Hearing and Action**

2. Design update on plan for Centennial Mall, with emphasis on donor recognition (Design Team and Parks & Recreation Dept.)

   **Discussion**

3. Staff report/misc.: State Office Building

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[History List](#)
Re: transportation after 2 AM

Why is the local government taking time to address this issue? The bar owners said that they know when someone has had too much to drink (I was the first person up to oppose the 2AM extension). I think the solution is theirs to deal with--don't go until 2AM. The local government has many safety issues that are not self induced (how to get our children safely across the interstate in the Highlands). These are taxpaying citizens of Lincoln, not out-of-town people (on the whole college students) that need to learn control before they get to college (we cannot be their parents). By having the local government make sure transporation is available, they are going to think drinking in access is not only OK, but encouraged by Lincoln government--alcholics 101.

The bar owners brought up how Lincoln was like Minneapolis, Minnesota in population. I lived in Minneapolis (Bloomington) and go back almost every year to visit friends and relatives. Minneapolis may have a 2AM closing, but they also have many events and activities that are going on late on Friday and Saturday for the youth. Because of the infrastructure no one is restricted to the boundaries of Minneapolis, they have St. Paul and all of the surburbs (Lincoln would be considered one of these suburbs). The youth attend these events, they don't just go to a bar and drink for hours on end. Maybe the bar owners should see what happens in Minneapolis, Kansas City and all the locations they put Lincoln on an even par with (what activities are available, transportation, etc. not just googling a population number). Let the local government take care of other issues on their plate. Maybe the colleges of Lincoln need to get together (as they have in recent weeks) and instead of transportation from bars, look at interests of students and come up with events and activities that would bring the youth together for fun and not worry parents back home. At that time, if locations are needed, the local government could help. We have many empty buildings centrally located (not downtown near the 'O' street bar crawl). We do not need to build more buildings to set empty--make use of what we have.

Thank you for your time

Judy Irvin

645 'D' Street (for 40 years and raising of 3 children)

Lincoln, NE

402-476-0706
MINUTES
DIRECTORS’ MEETING
MONDAY, MARCH 21, 2011

Present:        John Spatz, Chair
                Eugene Carroll, Vice Chair
                Jon Camp
                Jonathan Cook
                Doug Emery
                Jayne Snyder
                Adam Hornung (2:06 p.m.)

Others:        Joan Ross, City Clerk
                Trish Owen, Deputy Chief of Staff
                Rod Confer, City Attorney

Chair Spatz called the meeting to order at 2:00 p.m. and announced the location of the Open Meetings Act.

I. CITY CLERK

Ross stated on page 1, have a Motion to Amend, #1, and Motion to Amend #2. Confer commented #2 takes the place of #1. Ross then stated which items would be called together, with #5 having an action date of March 21, with a vote today, and Item 9 has Motion to Amend.

Ross stated on page 5, Item 31, have a request for public hearing today. Camp commented doing this way as the Mayor is in a different category, and would vote next week. Ross suggested when at public hearing ordinances, second reading, possibly mention Item 31 to see if we want to move forward. Spatz asked if the intent is to eliminate the need for a public hearing? Camp asked with resolution voting next week, if someone didn’t know they could testify then, could we take public hearing today? Cook stated with public hearing next week, would rather leave alone. People can speak to the general issue of pensions today. Spatz said unless there’s a time line, not something we have to do. and asked if there is a need to deal with both at the same time? Confer replied no, and Spatz thought to wait. Ross stated no mention of #31 would be made at public hearing time. She asked if constituents are allowed to have public testimony if they drift to the item? Spatz replied yes.

II. MAYOR

1. NEWS RELEASE. Mayor presents February Award of Excellence to Sarah Neujahr of the Lincoln-Lancaster Health Department.
2. NEWS RELEASE. Councilman Camp to introduce one-to-one retirement match at Monday’s meeting.
   No comments.

III. DIRECTORS

PARKS & RECREATION
1. The “Sherman Field Forever Campaign” will be announced on Thursday, March 31, 2011 at 10:00 a.m. at Sherman Field, 2nd and South Streets through the Mayor’s news conference.
   No comments.
PLANNING DEPARTMENT
1. Board of Zoning Appeals cancelled for March 24, 2011.
   No comments.

PUBLIC WORKS & UTILITIES/ENGINEERING SERVICES
   a) Draft letter to the Board of Classifications and Standards: Relaxation Request;
   b) Corridor pictures; and
   c) Typical Cross Sections
   No comments.

IV. COUNCIL MEMBERS
Cook No comments
Snyder No comments
Carroll No comments
Camp addressed the Directors saying he’s sure they have followed news on the retirement plan match and complement those who came and spoke to him as it was very helpful in explaining. We appreciate the fact you have concerns, and want everyone to know we value all, and hope this compromise shows some leadership on the one to one match for future directors. Based upon what some of your representatives said you’re caught in a catch 22 position, and so complement you for voicing your concerns. Thank everyone for the good work they do.

Hornung As part of employee comments received over the years have suggestions to look at what we spend on management structure, to help us make a more informed decision. Over the next few weeks want to start a weekly analysis at the Director’s Meeting. Council would receive a presentation from each department on their management structure and persons making over $100,000. Would provide a more informed understanding before budget time. Want to start next week. A shining example is the Police Department, and would request Chief Casady present. Then each week have short department presentations.

Emery No comments
Spatz No comments
V. MISCELLANEOUS - None

VI. CORRESPONDENCE FROM CITIZENS
   1. Lincoln Electric System Administrative Board meeting agenda for March 18, 2011.
   2. Letter from Downtown Lincoln Association in support for approval of the North Haymarket Hotel Project. (Delivered to Council Members on 03.14.11 before Council meeting)
      No comments.

VII. ADJOURNMENT
   Chair Spatz adjourned the meeting at 2:12 p.m.