I. CITY CLERK

II. MAYOR
1. NEWS RELEASE. Health Department issues advisory due to fireworks smoke.
2. NEWS RELEASE. Recreation Centers to extend hours if heat index tops 100.

III. DIRECTORS

DEPARTMENT BUDGET HEARINGS

1. 2012-14 CITY COUNCIL/COMMONS BUDGET HEARINGS SCHEDULE

   Monday, July 9, 2012 in City Council Chambers
   1:00 – 2:00 p.m. Release Mayor’s Budget

2. COMMONS MEETING - Tuesday, July 10, 2012 in Conference Room 113

   1:00 – 1:15 p.m. Health
   1:15 – 1:30 p.m. Information Services
   1:30 – 1:45 p.m. Planning
   1:45 – 2:00 p.m. Pre-Trial Diversion
   2:00 – 2:15 p.m. Emergency Management
   2:15 – 2:30 p.m. Weed Control Authority
   2:30 - 2:45 p.m. Break
   2:45 – 3:00 p.m. 911 Communications and Radio Maintenance
   3:00 – 3:15 p.m. Public Building Commission
   3:15 – 3:30 p.m. Personnel (Excluding Risk Management)
   3:30 – 3:45 p.m. Aging
   3:45 – 4:00 p.m. Human Services and Justice Council
   4:00 – 4:15 p.m. Joint Budget Committee Recommendations

3. Wednesday, July 11, 2012 in Conference Room 113

   1:00 – 1:30 p.m. Police/Fire
   1:30 – 1:45 p.m. Building & Safety
   1:45 – 2:00 p.m. Library
   2:00 – 2:30 p.m. Urban Development
   2:30 – 2:45 p.m. Risk Management
   2:45 – 3:00 p.m. Law/Human Rights
   3:00 – 3:15 p.m. Break
   3:15 – 3:45 p.m. Finance/Miscellaneous Budgets
   3:45 – 4:15 p.m. C.I.C. / Mayor’s Office
   4:15 – 4:45 p.m. Parks & Recreation
   4:45 - 5:00 p.m. City Council
HEALTH DEPARTMENT
1. NEWS RELEASE. Public urged to help prevent pool closings.
2. NEWS RELEASE. Health Department issues advisory due to fireworks smoke.

PLANNING DEPARTMENT
1. Urban Design Committee meeting agenda for Wednesday, July 11, 2012, 3:00 p.m., at 555 S. 10th Street.
2. Administrative Amendment No. 12029 approved by the Planning Director on June 26, 2012.

WEED CONTROL AUTHORITY
1. Weed Abatement Program, Lancaster County / City of Lincoln.

IV. COUNCIL MEMBERS

V. MISCELLANEOUS

VI. CORRESPONDENCE FROM CITIZENS
1. Lincoln Airport Authority letter stating no tax levy should be made for airport purposes for the fiscal year beginning July 1, 2012.
   a) Resolution No. 563.
2. MEDIA RELEASE. Community Health Endowment announced funding awards to increase medical homes and primary care.
3. MEDIA RELEASE. Community Health Endowment announces funding availability.

VII. ADJOURNMENT
HEALTH DEPARTMENT ISSUES ADVISORY DUE TO FIREWORKS SMOKE

The Lincoln-Lancaster County Health Department (LLCHD) today issued a Health Advisory for people with asthma, other respiratory conditions or heart disease due to high levels of smoke from fireworks.

In recent years, LLCHD has found high levels of particulate air pollution from the night of July 3 through the morning of July 5, resulting in the Air Quality Index level of “Unhealthy for Sensitive Groups.” Fireworks may be used in the City of Lincoln from 8 a.m. to 11 p.m. July 3 and 8 a.m. to 11:59 p.m. July 4.

“It is very likely that there will be high concentrations of fine particle pollution due to fireworks,” said Chris Schroeder, LLCHD Air Quality Program Supervisor. “Those most affected are the young, the elderly and those with respiratory conditions.”

Schroeder said fine particle pollution is so small that it can get deep into the lungs and enter the blood stream, causing serious health problems. He said most people will not be affected, but warned that even a few hours of exposure to high levels of particles can aggravate lung disease, cause asthma attacks and acute bronchitis, and may increase the chances of respiratory infection. For people with heart disease, short-term exposures to high levels of particle pollution have been linked to angina, heart attacks and arrhythmia.

Schroeder said those at risk should avoid extensive physical activity outdoors or remain indoors with windows and doors closed. Those who experience health effects are encouraged to consult their doctor. For more information, visit health.lincoln.ne.gov.
FOR IMMEDIATE RELEASE: July 2, 2012
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
Lynn Johnson, Parks and Recreation, 402-441-8265

RECREATION CENTERS TO EXTEND HOURS
IF HEAT INDEX TOPS 100

The City Parks and Recreation Department will extend evening hours to 9 p.m. at the Belmont Community Center, 1234 Judson, any day the heat index is expected to be above 100 degrees at 6 p.m. The “F” Street Community Center, 1225 “F” Street, also is open until 9 p.m. on weekdays. The local chapter of the Red Cross is helping to provide volunteers to staff the two centers.

Weekend hours at Belmont and “F” Street also may be extended if needed. If the heat index is above 100 degrees at 1 p.m., Belmont, which is normally closed on summer weekends, will be open from 1 p.m. to 9 p.m. “F” Street is normally open from 9 a.m. to 5 p.m. Saturday and 1 to 6 p.m. Sunday. The center will remain open until 9 p.m. both nights if conditions warrant.

Children age 12 and under must be accompanied by an adult in order to use the centers from 6 to 9 p.m.

Those without air conditioning also can cool off during regular hours at libraries, senior centers and other recreation centers. Hours for City facilities can be found at lincoln.ne.gov.

City facilities will be closed on July 4 for Independence Day.

Information on local weather, the heat index and safety precautions is available at the NWS Web site www.weather.gov. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.
2012-14 CITY COUNCIL/COMMONS BUDGET HEARINGS SCHEDULE

Monday, July 9, 2012 in City Council Chambers
1:00 – 2:00 p.m. Release Mayor’s Budget

COMMONS MEETINGS - Tuesday, July 10, 2012 in Conference Room 113

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4:15 – 4:45 p.m. Parks & Recreation
4:45 – 5:00 p.m. City Council

Monday, July 16, 2012 in Conference Room 113

Noon – 2:30 p.m. Public Works & Utilities Including StarTran
PUBLIC URGED TO HELP PREVENT POOL CLOSINGS

Lincoln-Lancaster County Health Department and Lincoln Parks and Recreation officials today asked for the public’s help following the temporary closing of three pools caused by recent diarrheal incidents. Within the last week, three separate incidents have resulted in the closing of Eden and Highlands pools in Lincoln and the pool in Waverly. All three pools have reopened. Treatment guidelines from the Centers for Disease Control require a pool or spray park to be closed for about two days after an incident.

City officials are urging parents and caregivers not to bring their children to the pool if they or their children are experiencing diarrhea. The recommendation is to wait at least 48 hours between the last loose stool movement and swimming. Health officials stress that diapers, even swim diapers, do not offer protection if a child has runny stools.

“The child should not be at the pool or spray park if they have experienced any diarrheal symptoms within the last 48 hours,” said Judy Halstead, Health Director. “If in doubt, do not go to a swimming facility. Please be considerate of others.” Halstead said there is no current disease outbreak in the community.

“We are asking residents to help protect everyone’s health in our community and assist us in keeping the pools and spray parks open for summer fun.” said Lynn Johnson, Lincoln Parks and Recreation Director.”

- 30-

Elaine Severe
Elaine L. Severe
Administrative Aide
Lincoln-Lancaster County Health Department
FOR IMMEDIATE RELEASE: July 2, 2012  
FOR MORE INFORMATION: Chris Schroeder, Air Quality Supervisor, 402-441-6272

**HEALTH DEPARTMENT ISSUES ADVISORY**  
**DUE TO FIREWORKS SMOKE**

The Lincoln-Lancaster County Health Department (LLCHD) today issued a Health Advisory for people with asthma, other respiratory conditions or heart disease due to high levels of smoke from fireworks.

In recent years, LLCHD has found high levels of particulate air pollution from the night of July 3 through the morning of July 5, resulting in the Air Quality Index level of “Unhealthy for Sensitive Groups.” Fireworks may be used in the City of Lincoln from 8 a.m. to 11 p.m. July 3 and 8 a.m. to 11:59 p.m. July 4.

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Schroeder said those at risk should avoid extensive physical activity outdoors or remain indoors with windows and doors closed. Those who experience health effects are encouraged to consult their doctor. For more information, visit health.lincoln.ne.gov.
Notice is hereby given that the URBAN DESIGN COMMITTEE will hold a meeting on Wednesday, July 11, 2012 at 3:00 p.m., County-City Building, 555 S. 10th Street, Lincoln, Nebraska, in Room 214 on the 2nd Floor. For more information, please contact the Lincoln City/Lancaster County Planning Department, (402) 441-7491.

AGENDA
July 11, 2012

1. Approval of meeting record from the the UDC meeting of June 6, 2012.
2. Entryway Master Plan, I-180 and Cornhusker (Airport to I-180): Preliminary report (Nicole Fleck-Tooze, Planning Department)
3. Landscape plan for LES substation, Folsom and Pleasant Hill (Eileen Bergt)
4. Public Art Master Plan (Lynn Johnson, Parks & Rec)
5. Staff Report: Misc.
Memorandum

Date:  July 3, 2012
To:    City Clerk
From:  Teresa McKinstry, Planning Dept.
Re:    Administrative Approvals
cc:    Jean Preister

This is a list of the Administrative Approvals that were approved by the Planning Director from June 26, 2012 thru July 2, 2012

**Administrative Amendment No. 12029** to Change of Zone No. 2531, Williamsburg Village Planned Unit Development, approved by the Planning Director on June 26, 2012, requested by Jared Muth, to allow the reconstruction of an unenclosed deck at 6510 Yorktown Court, as long as it does not encroach any further into the rear yard than the existing deck (which would be approximately 16.5 feet from the rear lot line at its closest point), on property generally located at S. 32\(^{nd}\) St. and Williamsburg Dr.
**Weed Abatement Program**
Lancaster County / City of Lincoln
June 2012
www.lancaster.ne.gov/weeds

**Weed Abatement Inspections**

We’ve completed 2,838 inspections on weed abatement in the City of Lincoln through June. That is 567 more inspections, or almost 25% more inspections than during the same time period as last year. I feel the increase is mainly due to the warmer weather earlier this spring, the inspections in June were pretty normal compared to last year. The forecast for dryer, hotter weather in July should help keep the vegetation from growing as fast and in turn give us a chance to catch up.

Our office received 884 complaints from the public about overgrown properties and has had our contractor’s complete 71 force cuttings. We have 248 open files we are currently working on to get controlled.

**Noxious Weeds in Lincoln**

Noxious weeds know no boundaries and grow inside the city limits just as easily as in the rural areas of Lancaster County. Through June our office completed 686 inspections on 373 infested sites.

**Purple loosestrife**

By Brent Meyer, Lancaster County Weed Superintendent

Purple loosestrife was originally sold as an ornamental plant in Nebraska, but after its escape into the state’s rivers, wetlands and marshes it was designated a noxious weed in Nebraska in 2001.

Despite the sale of "sterile" cultivars in the nursery industry, and even though most owners of ornamental plants never saw any spread or escape in their own landscapes, sterile plants were producing viable seed after pollination by wild loosestrife plants.

Purple loosestrife is extremely difficult to control and once it gets into wetlands and rivers it has the ability to...
spread very rapidly. It is a perennial forb that originated in Eurasia and North Africa. It typically flowers from July to September, but this year with the warmer weather it is flowering in June and will continue to produce rose-purple flowers for the next few months. Its ability to produce flowers for extended time along its spike beginning at the bottom and slowly flowering to the top is one of the reasons it was a popular plant with homeowners, unfortunately it is also one of the reasons it is able to spread so rapidly on the rivers and in wetlands. Purple loosestrife is capable of producing millions of seeds that may lay dormant in the soil for many years. Another unique identify part of the plant is its square 4-angled stem.

Lancaster County Weed Control inspectors continue to find ornamental plantings occasionally, but they are very few compared to when it was first designated a noxious weed. We also have about 15 locations where purple loosestrife has spread into the wild. Those locations are being managed by the property owners. Chemical control has proven to be the most effective method to eradicate large infestations. Individual plants can be hand dug, completely removing all the root system and put in a closed container to allow the entire plant to completely dry out before placing it in a tightly wrapped dark plastic bag to prevent contamination at the landfill.

Contact Information
We need everyone’s help, so if you would like more information on purple loosestrife or would like to report an infestation contact the Lancaster County Weed Control Office. Email: weeds@lancaster.ne.gov or phone 402-441-7817.

Weed Control host “Weed Walk”
Lancaster County Weed Control hosted the “Weed Walk” tour sponsored by the 5 Rivers Weed Management Area on June 21st at Spring Creek Prairie Audubon Center south of Denton.

We were lucky to pick a day when the temperature was in the low 80’s with low humidity. A good crowd showed up to hear Ben Mullarkey, Habitat Program Manager at Spring Creek Prairie described the management practices, some of the history of the property, grazing practices and the goals for the prairie.

The group then went on a walk out on the prairie with Chris Helzer, Program Director for The Nature Conservancy. Chris was able to point out many different plant species and tell about what makes them thrive. He pointed out that some of the plants were there because of overgrazing or prior year’s management and some thrive because of weather conditions and soil types. Chris’s message is that by looking at the plants that exist you can often tell what is right or wrong with the management on a piece of property.

Following the tour a picnic lunch was provided by the 5 Rivers WMA.

July Planned Activities
4 Holiday
9-13 Brent’s Vacation
10 5 Rivers WMA
12 Management Team Meeting
13 Invasive Species Council
17 LPWMA Meeting
19 NWCA Region 1
24 Lower Platte River Corridor Alliance tour
26 Problem Resolution Team
June 28, 2012

Lincoln City Council
County-City Building
555 South 10th Street
Lincoln, NE 68508

RE: Resolution No. 563

Enclosed is Lincoln Airport Authority Resolution No. 563 stating that no tax levy should be made for airport purposes for the fiscal year beginning July 1, 2012.

Sincerely,

AIRPORT AUTHORITY

John Wood
Executive Director

JW/lb

Enc.
RESOLUTION NO. 563

A RESOLUTION CERTIFYING TO THE CITY COUNCIL THE REQUIRED LEVY FOR AIRPORT PURPOSES FOR THE FISCAL YEAR BEGINNING JULY 1, 2012.

WHEREAS, current airport revenues appear adequate to fund airport operations, including debt service and required reserves, during the 2012 – 2013 fiscal year; and

NOW, THEREFORE, BE IT RESOLVED by the Board of the Airport Authority of the City of Lincoln, Nebraska:

Section 1. That the Chairperson is hereby authorized and directed to certify to the City Council of the City of Lincoln, Nebraska, that no levy should be made for airport purposes for the fiscal year beginning July 1, 2012, this being the 26th consecutive year no levy is required for the coming year.

Section 2. The Secretary shall attest the foregoing certificate and request, and cause the same to be transmitted to the City Clerk of the City of Lincoln, Nebraska.

PASSED AND ADOPTED on the 28th day of June, 2012.

ATTEST:

[Signature]
Secretary

[Signature]
Chairperson

APPROVED AS TO FORM:

[Signature]
Airport Authority Counsel
Media Release

To: Media  
CC: Mayor's Office, Lincoln City Council  
From: Lori Seibel, President & CEO, 402-436-5516  
Date: July 2, 2012  
Re: Funding Awards

Community Health Endowment Announces Funding Awards  
To Increase Medical Homes and Primary Care

On the heels of the Supreme Court ruling on health care reform, the Board of Trustees of the Community Health Endowment (CHE) has approved funding for two projects that will expand the availability of medical homes and primary care. These projects represent the type of new partnerships and capacity-building that will be necessary in a new era of healthcare.

The Lancaster County Medical Society has been granted $95,560 to support a 12-month pilot project which assigns uninsured patients to private, primary care physicians. Patients will receive ongoing primary care and preventive services in this project. In addition, the People’s Health Center will receive $106,561 to increase the availability of health care to uninsured patients. This project will utilize family practice residents from the Lincoln Medial Education Partnership (LMEP) to provide urgent care appointments each Saturday and employ a new medical provider.

Together, these projects will expand medical home services, care coordination, specialty care, medications, and other services to approximately 1,400 individuals.

For further information, contact CHE at 402-436-5516 or visit www.chelincoln.org.
Media Release

To: Media
CC: Mayor's Office, Lincoln City Council
From: Lori Seibel, President & CEO, 402-436-5516
Date: July 2, 2012
Re: New Funding Opportunity

Community Health Endowment Announces Funding Availability

The Board of Trustees of the Community Health Endowment (CHE) has announced the availability of $400,000 to address the top priorities of Mobilizing for Action through Planning and Partnership (MAPP). Facilitated locally by the Lincoln-Lancaster County Health Department, MAPP is a community-driven strategic planning process for improving community health. The funding priorities are:

- Chronic Disease Prevention
- Access to Care
- Unintentional Injury Prevention (including violence prevention)
- Behavioral Health (including substance abuse)

Stage I applications are now being accepted as part of an open, competitive funding process. Additional information and application materials can be found at www.chelincoln.org. The deadline to submit is August 3, 2012.

The CHE Board of Trustees also announced that further funding will be made available to the community in January, 2013. Information regarding this funding will be forthcoming in early November, 2012.

For further information, contact CHE at 402-436-5516.

250 N. 21st Street, Suite 2, Lincoln, NE 68503  www.CHELincoln.org  © 402.436.5516  Fax 402.436.4128  
Page 1 of 1  A MUNICIPAL FUND OF THE CITY OF LINCOLN
I. CITY CLERK

II. MAYOR & DIRECTORS CORRESPONDENCE

MAYOR
1. NEWS ADVISORY. Mayor Beutler has two media events planned. Thursday, July 5th, 555 S. 10th, 3rd Floor, at 10:00 a.m. on Taking Charge budget process, and Friday, July 6th, 555 S. 10th Street, 3rd Floor, at 9:30 a.m. to brief media on proposed City budget for 2012-2014.
2. NEWS RELEASE. Taking Charge process impacts budget decisions.
3. NEWS RELEASE. Mayor Beutler’s public schedule for the week of July 7-13, 2012.
4. NEWS RELEASE. Recreation centers return to regular summer weekend hours.
5. NEWS RELEASE. Parks and Rec asks for help in watering street trees.

III. DIRECTORS

PARKS AND RECREATION
1. Lincoln Parks & Recreation Advisory Board and Lincoln Parks Foundation Board of Directors joint meeting and tour agenda for Thursday, July 12, 2012.

SAFETY DIRECTOR
1. Safety Director Tom Casady’s reply to David Anderson on fireworks in Lincoln.

IV. COUNCIL MEMBERS

ADAM HORNUNG
1. Letter and supporting material from Ben Goble on maintaining police officers.

V. CORRESPONDENCE FROM CITIZENS

1. Peggy Forcier. Support the proposed downtown master plan with protected bike lanes.
2. David Schmidt. Support of the protected bike lanes on N Street and other future streets.
3. Orville Behrens. The 14th Street bike path can’t get much worse for a vehicle operator.
4. Sharon Johnson. Support for the downtown master plan including protected bike paths.
5. Pat Bracken. Urgin Council to support the Downtown Master Plan and the proposed protected bike lanes.
6. David Anderson. Lincoln fireworks. (Reply from Safety Director Casady, see above)
7. Edward May. Support the new plan for downtown Lincoln, and secure bike lanes.
8. Priscilla Handy. As a bike commuter do support the bike lane planning.
9. Sue and Rad Dobson. Strongly support the protected bike lanes for downtown Lincoln.
10. Amy Fabricus. Support for protected bike lanes being included in the Downtown Master Plan.
11. Chris Baum. Encourage Council to support the development of more protected bike lanes in the Master Downtown Plan.
12. Jason Bakewell. Urge Council to approve the proposed Downtown Master Plan, especially the N Street protected bike lanes.
14. Julie Diegel. Urge Council to vote in favor of the Downtown Master Plan, including the proposed protected bike lanes.
15. Karen O’Connor. Agree with the proposed revised Downtown Master Plan, which adds protected bike lanes in the downtown area.
16. Ariana Kennedy. Support for the proposed protected bike lanes on N Street included in the downtown master plan.
17. Rosina Paolini. Thank Council for supporting and passing the LPlan 2040. The N Street bike lanes and the Downtown Master Plan are a crucial part of the overall comprehensive plan.
18. Willaim Wehrbein. To encourage the use of bicycles need to provide some reassurance to the average rider and family.
19. Roger Miller regarding Lincoln circumstances such as fireworks and the Mayor’s budget.
Mayor Chris Beutler has two media events planned for this week:

- A news conference on the Taking Charge budget process and how it has impacted a specific budget decision for 2012-2014 is scheduled for 10 a.m. Thursday, July 5 in the Mayor’s Conference Room, third floor of the County-City Building, 555 S. 10th St.

- The Mayor will brief the media on his proposed City budget for 2012-2014 at 9:30 a.m. Friday, July 6 in the Mayor’s Conference Room.

  Those attending the July 6th briefing must agree to delay reporting the budget information until 12:01 a.m. Sunday, July 8.

The Mayor will present his budget to the City Council at 1 p.m. Monday, July 9 in the City Council Chambers.
OFFICE OF THE MAYOR
555 South 10th Street, Lincoln, NE 68508, 402-441-7511

FOR IMMEDIATE RELEASE: July 5, 2012
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831
                        Lisa Pytlik Zillig, Public Policy Center, 402-472-5678

TAKING CHARGE PROCESS IMPACT BUDGET DECISIONS
Survey ranks response to non-injury traffic accidents as low priority

Mayor Chris Beutler today said citizen input from the Taking Charge budget process has resulted in his proposal to end non-injury accident reporting in the 2012-2014 budget. He said the proposed budget cut, equal to 2.5 police officers, will allow the City to fund services citizens ranked as higher priorities, including StarTran service, library hours and the Pioneers Park Nature Center.

“In government, it is easy to develop an ‘inside the beltway’ mentality in which the inner workings of government become the driving force, rather than the citizens we seek to serve,” Mayor Beutler said. “The Taking Charge process gives us a citizen’s view on our decision-making and helps our employees better understand the expectations of the public. The public engagement aspects of Taking Charge also have given us clear direction as to what citizens want.”

Only 42 percent of those responding to the recent online budget survey said they would retain non-injury accident reporting. It was the second year in a row that the service was ranked as the lowest priority among the options listed. Of those survey respondents who wanted to avoid a tax increase, only 34 percent supported non-injury accident reporting. The Mayor said he had been leaning toward cuts in StarTran service that had been recommended in a recent audit. But survey support for StarTran was strong – nearly 68 percent wanted to retain StarTran service.

City Public Safety Director Tom Casady said the City has investigated non-injury traffic accidents and completed vehicle accident reports as a convenience for drivers and their insurance companies. Last year, police investigated about 6,925 non-injury accidents. If the cut is made, officers would still respond to crashes to protect the scene until vehicles are removed; to confirm that drivers are licensed, insured and sober; and to help arrange for a wrecker and transportation. Drivers would still need to complete an accident report for the State Department of Roads when required by law. Drivers would be reliant on their insurance companies for any determination of cause and contributing factors.

The Mayor will present his proposed budget to the City Council Monday, July 9. He said the budget cuts will not be as noticeable as they have been in previous years. The workforce will be reduced by 8.8 full time equivalents, but most of the job reductions are not the result of ending programs.

- more -
“It is a cautious budget that does not create big new spending obligations in response to sales tax growth,” Beutler said. “It is a fiscally prudent budget that still seeks to provide service more efficiently. And it is a budget that allows the people to have a say in how they are governed.”

The Mayor thanked the University of Nebraska Public Policy Center (PPC) which has worked with the City on the Taking Charge public engagement process for five years. He said the PPC has documented increased feelings of trust and confidence in City Hall as a result of the Taking Charge process.

“If people have faith that City Hall is making reasonable decisions, they will be more likely to support the tough choices that need to be made for Lincoln’s future,” Beutler said. “That faith is how you build a consensus around a project like the Pinnacle Bank Arena or the decision to invest an additional $7 million per year in roads as we did in last year’s budget.”

The results of the online survey are now available on the City website, lincoln.ne.gov (keyword: taking charge). The Mayor’s proposed budget for 2012-2013 will be available beginning Monday afternoon at lincoln.ne.gov (keyword: budget).
Date: July 6, 2012
Contact: Diane Gonzolas, Citizen Information Center, 402-441-7831

Mayor Beutler’s Public Schedule
Week of July 7 through July 13, 2012
Schedule subject to change

Monday, July 9
• Mayor’s budget presentation to City Council - 1 p.m., Council Chambers, County-City Building, 555 S. 10th St.
• Nebraska Environmental Trust 20th anniversary reception, remarks - 3:15 p.m., Ferguson House, 700 S. 16th St.
• Mayor’s Neighborhood Roundtable meeting - 5:30 p.m., Mayor’s Conference Room, County-City Building

Tuesday, July 10
• News conference, topic to be announced - 10 a.m., Room 303, County-City Building
• PCE (formerly Geist Manufacturing) ribbon-cutting, remarks - 2 p.m., 1711 Yolanda Ave.

Wednesday, July 11
• Lincoln Parks Foundation 20th anniversary luncheon, remarks - noon, Country Club of Lincoln, 3200 S. 24th St.

Thursday, July 12
• Molex 35-year anniversary celebration, remarks - 8:30 a.m., 700 Kingbird Road (near Highlands Golf Course)
FOR IMMEDIATE RELEASE: July 6, 2012
FOR MORE INFORMATION: David Norris, Citizen Information Center, 402-441-7547
Lynn Johnson, Parks and Recreation, 402-441-8265

RECREATION CENTERS RETURN TO REGULAR SUMMER WEEKEND HOURS
“F” Street open Saturday and Sunday, Belmont closed

The City Parks and Recreation Department announced today that the “F” Street and Belmont Recreation Centers will return to regular summer weekend hours Saturday and Sunday. The two recreation centers had previously extended their weekend hours of operation to accommodate citizens seeking shelter from the extreme heat.

The “F” Street Community Center, 1225 “F” Street, will be open from 9 a.m. to 5 p.m. Saturday and 1 to 6 p.m. Sunday. The Belmont Community Center, 1234 Judson, will be closed Saturday and Sunday, returning to regular weekday hours on Monday.

Those without air conditioning also can cool off during regular hours at libraries, senior centers and other recreation centers. Hours for City facilities can be found at lincoln.ne.gov.

Information on local weather, the heat index and safety precautions is available at the NWS Web site www.weather.gov. More health information can be found at the website of the Centers for Disease Control and Prevention, www.cdc.gov.

- 30 -
Lincoln Parks and Recreation officials are asking citizens who reside near recently planted street trees to lend a hand by watering them in an effort to help get the trees established. The recent heat and dry weather conditions can have an adverse effect on street trees planted during the last few years.

“Supplemental water is essential to the establishment of young street trees,” said Lynn Johnson, City Parks and Recreation Director. “We hope residents will adopt recently planted street trees and provide them with water on a weekly basis during the first few growing seasons. We appreciate the public’s help during this important stage in a young tree’s life.” Johnson said Department staff will be watering young trees planted along park areas and City property.

Some recently planted street trees have a green bag at the base of the tree. These bags hold and slowly release water to the roots of the tree. These tree bags should be filled with water once a week during the growing season.

Water can be provided to other young trees by allowing a hose to slowly trickle water at the base of the tree for about one hour each week, or by slowly pouring about ten gallons at the base of the tree each week.
Lincoln Parks & Recreation Advisory Board
Lincoln Parks Foundation Board of Directors
Joint Meeting and Tour
Thursday, July 12, 1012
4:00 p.m to 6:30 p.m.

AGENDA

Convene the meeting at 4:00 p.m. at Woods Park Tennis Center, located at approximately So. 33rd & "L" Streets. Parking is available in the Woods Park parking lot along So. 33rd Street.

- Woods Park Tennis Center
  - Discussion with Friends of Woods Tennis re: vision for future renovation of the facility
  - Tour of the facility

Travel to Lincoln Children's Zoo, 1227 So. 27th Street (approx. So. 27th & "B" Streets). Parking is available in the Antelope Park Triangle parking lot just west of the Zoo entrance, or at the Parks & Recreation Administration Building parking lot.

Light hors d'oeuvres and beverages will be served.

- Children's Zoo
  - Discussion with Lincoln Children's Zoo staff and Board of Directors representatives re: upcoming master planning project
  - Status report on Haines Branch Prairie Corridor Master Plan
  - Status report on Lincoln Entrance Corridor Master Plan
  - Lincoln Parks Foundation report

- Optional tour of zoo (approximately 6:00 p.m.)

Please RSVP no later than Tuesday, July 10th, to Jeanne Bowling, 402-441-8264 or jbowling@lincoln.ne.gov
From: Lin Quenzer  
Sent: Thursday, July 05, 2012 2:45 PM  
To: Tom K. Casady  
Cc: Rick D. Hoppe  
Subject: FW: Fireworks  

Mr. Anderson,

The Mayor’s office has asked me to respond to your email concerning fireworks. Last year, the Lincoln City Council changed our municipal ordinances to allow the same fireworks within Lincoln as are allowed by state statute. Prior to that, Lincoln had been more restrictive than the state law. The primary impact of this change was to allow firecrackers in Lincoln. Like you, my sense is that fireworks in general are bigger and louder than ever, but I do not think that this is the result of the liberalization of Lincoln’s ordinance so much as a change in the manufacturing and marketing of these products. The large aerial shells available at fireworks retailers were pretty much unheard of in my earlier years as a police officer—even if they were available, they were prohibitively expensive for most folks. I am simply amazed at the amount of money folks will burn up these days. I also believe that there are many citizens who are acquiring illegal fireworks and bringing those into Nebraska. We issued hundreds of tickets this year for fireworks violations in Lincoln, but it really seems like an overwhelming problem, and one unlikely to change without a serious change of attitude and opinion by the general public. I will make sure that the other city council members also have a copy of your email, because I think it is important for those of us in both appointed and elected office to understand the various viewpoints on this issue. Thank you for your correspondence.

Best regards,

Tom Casady  
Director of Public Safety  
575 S. 10th Street  
Lincoln, NE 68508  
402.441.7071  
tcasady@lincoln.ne.gov  

From: DAVID ANDERSON [mailto:noerad@gmail.com]  
Sent: Wednesday, July 04, 2012 8:17 AM  
To: Mayor; Jon Camp; editor@journalstar.com  
Subject: Fireworks  

We live on a short circle, a location for which we have always been grateful. Only 8 houses, it has afforded us the opportunity to know our neighbors and to be aware of anything “unusual.” A circle also allows for kids to play safely in the street due to little traffic. It has also served as a place to display fireworks on the 4th of July. In years long past, we set them off when our children were
young, so “we get it” when it comes to the fun of watching them. However, sometime in the intervening years, our elected officials relaxed the restrictions on the size of these explosive devices. The sound and litter that these larger explosives generate are not tolerable to man and beast. This morning we awoke to a circle littered with paper and cardboard. There is not a square foot in my back yard, front yard and roof that is not covered with debris. Sometime in the next few months, I shall need to check my gutters to be sure they are not clogged with paper.

**Note to public and elected officials:** It's time to “dial it back.” If you do not think public opinion would support an outright ban on fireworks, then please, please, curtail the size of them.

--
David A Anderson
6117 Orwell Cr
Lincoln NE 68516

402-423-6442

**ECK Quote of the Day**
July 7, 2012

COUNCILMAN HARTUNG,

YOUR POSITION ON ELIMINATING OFFICERS IS ABSOLUTELY CORRECT. THIS HAS BEEN A PROBLEM FOR YEARS.

THE ENCLOSED MATERIAL IS RELEVANT TO THIS ISSUE, AND I HAVE MORE MATERIAL TO SUPPORT THIS SUBJECT IF YOU NEED IT.

Ben Tolle

Stanford Quad
Hoover Tower

RECEIVED
JUL 9 1995

CITY COUNCIL OFFICE
Ben Goble

Native of Beatrice where his father was Gage County Sheriff. Resides in Lincoln at the present time with his wife, Cary. Son, Mark, lives in Los Angeles.

Graduate of the University of Nebraska with graduate studies at several universities.


Spent 6 years with a life insurance company from 1961 to 1967 doing administrative and public relations work. Left Company in 1967 as Administrative Vice-President to pursue criminal justice interest.

Coordinator of Police Community Relations for Lincoln Police Department from 1967 to 1971. Recruited by City of Lincoln for this new city position.

Member of Lancaster County Crime Commission from 1969 to 1971.


Chairman of Criminal Justice section of Boys State from 1968 to 1977.

Certified by the State of Nebraska as a Professional Instructor to teach police and community relations and juvenile relations at any Nebraska law enforcement training sessions.

Visited criminal justice agencies and juvenile projects throughout the United States and Europe including such cities as Chicago, Washington, D.C., Detroit, Tucson and Honolulu in the United States and London, Paris, Vienna and Zurich in Europe.

Spoke to over 1,000 various groups throughout Nebraska. Also addressed National Elementary Principals Convention in Detroit in 1973 and National Lawyers Criminal Justice Conference in Minneapolis in 1975.

Awarded life membership in Nebraska PTA for youth work.

Received Nebraska State Bar Association annual Award of Appreciation in 1969.

Left Lincoln in 1978 to enter private business in western Nebraska. Returned to Lincoln in 1990.
July 21, 2000

Lincoln City Council  
County-City Building  
555 South 10th Street  
Lincoln, Nebraska 68508

Dear Council Members:

First, you should be paid as much as the County Commissioners but that is another subject for another day.

Some of you will recall that two years ago I appeared before you at the Public Hearing on the City Budget to bring your attention to the subject of police manpower. But since many of you are new to your position and haven't lived in Lincoln a long period of time I felt justified in bringing up this subject again.

Enclosed you will find information that is relevant to this topic and rather than go into detail I'll just leave it up to you to do the math and make your own conclusions. However, I should tell you that thirty years ago Lincoln had 49 square miles and 155,000 residents. So our growth over these past thirty years has been roughly thirty five percent. Compare that to the figures in the material and you will see that our criminal and traffic activity has been far greater than thirty five percent.

Apparently you have a goal of 1.5 commissioned officers to each 1,000 population and that would be an improvement over the current 1.4 figure per 1,000. However, when you look at the figures in the FBI Report you will see that 1.5 is far below the national average. The rebuttal to this is that Lincoln has a low crime rate. But compared to what? It is low compared to other cities our size but it is high when you look at the thirty year comparison.

Since I returned to Lincoln ten years ago I have called the police on four occasions to report situations that needed their attention. On three of those occasions the response was not satisfactory. And I feel that, at least in part, the reason was insufficient manpower. That opinion is based on spending a lot of time with law enforcement agencies and being an instructor in police academies such as the Nebraska Law Enforcement Academy in Grand Island and the Nebraska State Patrol Academy here in Lincoln. Remember, poor response to citizen calls leads to citizen apathy. And apathy leads to less information needed by law enforcement to prevent and solve problems.

I was pleased to see you increase pay and add four officers but more officers are needed to handle current and future problems. Conversations I have had with both current and retired officers motivate me to pursue this subject.

Lawfully yours,

Ben Goble
3210 Serenity Circle  
Lincoln, Nebraska 68516

Enclosures (3)
### TRAFFIC ACCIDENT SUMMARY

#### BICYCLE ACCIDENTS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Property damage accidents</td>
<td>27</td>
<td>26</td>
<td>-4%</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>113</td>
<td>133</td>
<td>18%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>2</td>
<td>1</td>
<td>-50%</td>
</tr>
<tr>
<td>Total injured</td>
<td>118</td>
<td>136</td>
<td>15%</td>
</tr>
<tr>
<td>Total killed</td>
<td>2</td>
<td>1</td>
<td>-50%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>142</td>
<td>160</td>
<td>13%</td>
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</table>

#### MOPED TRAFFIC ACCIDENTS

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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<tbody>
<tr>
<td>Property damage accidents</td>
<td>0</td>
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</tr>
<tr>
<td>Injury accidents</td>
<td>0</td>
<td>2</td>
<td>200%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total injured</td>
<td>0</td>
<td>2</td>
<td>200%</td>
</tr>
<tr>
<td>Total killed</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>0</td>
<td>2</td>
<td>200%</td>
</tr>
</tbody>
</table>

#### MOTORCYCLE TRAFFIC ACCIDENTS

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Property damage accidents</td>
<td>15</td>
<td>9</td>
<td>-40%</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>59</td>
<td>39</td>
<td>-34%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>0</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>Total injured</td>
<td>67</td>
<td>43</td>
<td>-36%</td>
</tr>
<tr>
<td>Total killed</td>
<td>0</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>74</td>
<td>49</td>
<td>-34%</td>
</tr>
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#### PEDESTRIAN TRAFFIC ACCIDENTS

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Property damage accidents</td>
<td>1</td>
<td>1</td>
<td>0%</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>138</td>
<td>144</td>
<td>4%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>2</td>
<td>4</td>
<td>100%</td>
</tr>
<tr>
<td>Total injured</td>
<td>147</td>
<td>151</td>
<td>3%</td>
</tr>
<tr>
<td>Total killed</td>
<td>2</td>
<td>4</td>
<td>100%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>141</td>
<td>149</td>
<td>6%</td>
</tr>
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</table>

#### TRAIN ACCIDENTS

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>Property damage accidents</td>
<td>4</td>
<td>2</td>
<td>-50%</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>1</td>
<td>2</td>
<td>100%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total injured</td>
<td>1</td>
<td>2</td>
<td>100%</td>
</tr>
<tr>
<td>Total killed</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>5</td>
<td>4</td>
<td>-20%</td>
</tr>
</tbody>
</table>

#### ALL TRAFFIC ACCIDENTS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Property damage accidents</td>
<td>7,730</td>
<td>7,840</td>
<td>1%</td>
</tr>
<tr>
<td>Injury accidents</td>
<td>2,261</td>
<td>2,258</td>
<td>0%</td>
</tr>
<tr>
<td>Fatality accidents</td>
<td>9</td>
<td>13</td>
<td>44%</td>
</tr>
<tr>
<td>Total injured</td>
<td>3,127</td>
<td>3,133</td>
<td>0%</td>
</tr>
<tr>
<td>Total killed</td>
<td>9</td>
<td>13</td>
<td>44%</td>
</tr>
<tr>
<td>TOTAL ACCIDENTS</td>
<td>10,000</td>
<td>10,111</td>
<td>1%</td>
</tr>
</tbody>
</table>
# CRIME STATISTICS

## PART 1 OFFENSES

<table>
<thead>
<tr>
<th>Classification</th>
<th>1997</th>
<th>1998</th>
<th>Difference</th>
<th>Cleared</th>
<th>Percent Cleared</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murder</td>
<td>6</td>
<td>9</td>
<td>50%</td>
<td>8</td>
<td>89%</td>
</tr>
<tr>
<td>Rape</td>
<td>102</td>
<td>103</td>
<td>1%</td>
<td>34</td>
<td>33%</td>
</tr>
<tr>
<td>Robbery</td>
<td>147</td>
<td>172</td>
<td>17%</td>
<td>67</td>
<td>39%</td>
</tr>
<tr>
<td>Felony assault</td>
<td>855</td>
<td>871</td>
<td>2%</td>
<td>599</td>
<td>69%</td>
</tr>
<tr>
<td>Burglary-residential</td>
<td>1,278</td>
<td>1,499</td>
<td>17%</td>
<td>189</td>
<td>13%</td>
</tr>
<tr>
<td>Burglary-commercial</td>
<td>470</td>
<td>453</td>
<td>-4%</td>
<td>44</td>
<td>10%</td>
</tr>
<tr>
<td>Larceny</td>
<td>10,580</td>
<td>10,349</td>
<td>-2%</td>
<td>2,323</td>
<td>22%</td>
</tr>
<tr>
<td>Auto theft</td>
<td>542</td>
<td>465</td>
<td>-14%</td>
<td>156</td>
<td>34%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>13,980</td>
<td>13,921</td>
<td>-0.4%</td>
<td>3,420</td>
<td>25%</td>
</tr>
</tbody>
</table>

## PART 2 OFFENSES

<table>
<thead>
<tr>
<th>Classification</th>
<th>1997</th>
<th>1998</th>
<th>Difference</th>
<th>Cleared</th>
<th>Percent Cleared</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forgery</td>
<td>1,363</td>
<td>1,525</td>
<td>12%</td>
<td>925</td>
<td>61%</td>
</tr>
<tr>
<td>Fraud</td>
<td>957</td>
<td>922</td>
<td>-4%</td>
<td>491</td>
<td>53%</td>
</tr>
<tr>
<td>Vandalism</td>
<td>5,435</td>
<td>5,288</td>
<td>-3%</td>
<td>1,007</td>
<td>19%</td>
</tr>
<tr>
<td>Sex offenses</td>
<td>463</td>
<td>436</td>
<td>-6%</td>
<td>197</td>
<td>45%</td>
</tr>
<tr>
<td>Misdemeanor assault</td>
<td>3,003</td>
<td>2,926</td>
<td>-3%</td>
<td>2,195</td>
<td>75%</td>
</tr>
<tr>
<td>Embezzlement</td>
<td>22</td>
<td>18</td>
<td>-18%</td>
<td>14</td>
<td>78%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>11,243</td>
<td>11,115</td>
<td>-1%</td>
<td>4,829</td>
<td>43%</td>
</tr>
</tbody>
</table>

## OTHER SELECTED OFFENSES

<table>
<thead>
<tr>
<th>Classification</th>
<th>1997</th>
<th>1998</th>
<th>Difference</th>
<th>Cleared</th>
<th>Percent Cleared</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larceny/shoplifting</td>
<td>1,680</td>
<td>1,587</td>
<td>-6%</td>
<td>1,332</td>
<td>84%</td>
</tr>
<tr>
<td>Larceny/bicycle</td>
<td>830</td>
<td>768</td>
<td>-4%</td>
<td>69</td>
<td>9%</td>
</tr>
<tr>
<td>Larceny from auto</td>
<td>4,181</td>
<td>4,335</td>
<td>-4%</td>
<td>294</td>
<td>7%</td>
</tr>
<tr>
<td>Larceny/self-serve gas</td>
<td>761</td>
<td>536</td>
<td>-30%</td>
<td>104</td>
<td>19%</td>
</tr>
<tr>
<td>Weapons violations</td>
<td>300</td>
<td>299</td>
<td>-3%</td>
<td>299</td>
<td>100%</td>
</tr>
</tbody>
</table>
The Criminal Division investigated a total of 2,180 major offenses during 1968 as compared to 1,605 major offenses reported during the previous year. This represented an increase of 35.8%. Following is a breakdown of the crimes falling under the definition of major offense:

<table>
<thead>
<tr>
<th>Crime</th>
<th>1967</th>
<th>1968</th>
</tr>
</thead>
<tbody>
<tr>
<td>MURDER &amp; NON-NEGligent MANSLAUGHTER</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>RAPE</td>
<td>16</td>
<td>22</td>
</tr>
<tr>
<td>ROBBERY</td>
<td>20</td>
<td>21</td>
</tr>
<tr>
<td>AGGRAVATED ASSAULT</td>
<td>65</td>
<td>130</td>
</tr>
<tr>
<td>BURGLARY</td>
<td>649</td>
<td>794</td>
</tr>
<tr>
<td>LARCENY $50 and OVER</td>
<td>661</td>
<td>911</td>
</tr>
<tr>
<td>AUTO THEFT</td>
<td>192</td>
<td>301</td>
</tr>
</tbody>
</table>

While the 35.8% increase in major crime in 1968 represents a negative picture, there is another figure that is on the positive side: 662 or 30.3% of the 2,180 major offenses reported were cleared by arrest. This is a long ways from the Utopian goal of 100% but is a very commendable figure when F.B.I. reports for 1968 indicate a national clearance rate for major crime of 20%.

Not to be overlooked are the numerous misdemeanor crimes that often become the major crimes of tomorrow. For example, during 1968 the Department received 3,208 reports of larceny under $50. And the parties responsible for many of these, along with many of the other areas, are juveniles — young persons under the age of 18. Juvenile contacts in 1968 numbered 3,905 as compared to 3,903 in 1967. While this one year comparison shows little change, a look at the past five years reveals reason for concern:

<table>
<thead>
<tr>
<th>Year</th>
<th>Larceny Under $50</th>
</tr>
</thead>
<tbody>
<tr>
<td>1964</td>
<td>2,164</td>
</tr>
<tr>
<td>1965</td>
<td>2,191</td>
</tr>
<tr>
<td>1966</td>
<td>2,926</td>
</tr>
<tr>
<td>1967</td>
<td>3,903</td>
</tr>
<tr>
<td>1968</td>
<td>3,905</td>
</tr>
</tbody>
</table>

As Lincoln grows, it will have a tendency to attract more and more “outsiders” who come to our City to victimize our residents. Counterfeiters, check forgers, fake bank inspectors, and others will increase the demand on the Criminal Division for prevention, detection, and apprehension.
Final figures for 1968 showed a sizeable increase in the number of reportable accidents — from 3,435 in 1967 to 3,950 in 1968. However, fatalities decreased from 15 in 1967 to 8 in 1968 with injuries decreasing from 1,740 in 1967 to 1,713 in 1968. A number of factors could be involved in this inconsistent pattern; weather conditions that lead to slick streets can contribute to more accidents but fewer fatalities and injuries due to the fact people are driving slower — thus, less impact. Also, it was noted that a higher percentage of those involved in accidents in 1968 were using seat belts.

It has been proven over and over again that as enforcement goes up — traffic accidents go down. And while there are many exceptions, there is a definite correlation between drivers involved in accidents and drivers with poor driving records. It is these two scientific facts that the Traffic Division base their enforcement policy upon. While traffic citations are never very welcome, they do serve a purpose — an educational experience that could very easily save a much greater grief at a later date. VIOLATION “BILLS” AREN’T NEARLY AS COSTLY AS DOCTOR BILLS, HOSPITAL BILLS, AND MORTICIAN BILLS.

In spite of the figures for 1968, Lincoln still ranked number 3 out of 61 cities in its size category in the area of traffic safety. This is very commendable and can be attributed to a driving-safety conscious citizenry coupled with an aggressive enforcement program. Both of these factors must be present in order to assure a relatively safe-traffic community.

One effective means of holding down traffic accidents is the use of what is known as SELECTIVE ENFORCEMENT. One particular location in the City is selected for special attention due to a high number of accidents at that location, citizen complaints of hazardous driving in that area, or special situations such as heavy pedestrian traffic near schools and other locations where large numbers of people gather. A Traffic Division cruiser car, motorcycle, or radar unit will be assigned to these “hot spots.” And again, scientific information will prove the value of this procedure as problems will always decrease during (and after) SELECTIVE ENFORCEMENT has been used at a particular location.
I support the proposed downtown master plan which contains protected bike lanes, please take this into consideration when you vote!
Dear Council Members, as a 27 year business owner located in downtown Lincoln and an avid biker I urge you to support the protected bike lanes on N street and other possible future streets. The current bike lanes do not do what they were intended to do and if we are a forward looking and thinking city it is only good policy to plan on the continued higher use of bicycling in years ahead. This lane will make it much safer to ride in the heart of the downtown and also connect the Antelope Valley with the Haymarket area. Also of possible interest relating to bike trails, I was instrumental in getting the Kiewit Foundation to give the City $100,000 for the building of the Jamaica North trail as it funnels to the Haymarket area from SW Lincoln. As soon as this trail is complete the public will have a much better (and safer) way to bike and/or walk into the Haymarket from the trail which comes down on approx. 4th street through the industrial area into Haymarket. Thank you,

Sincerely, David M. Schmidt
InterLinc: City Council Feedback for General Council

Name: Orville W. Behrens
Address: 4041 X Street
City: Lincoln, NE 68503
Phone: (402) 466-0434
Fax: 
Email: orvlcms53@gmail.com

Comment or Question:
I understand there are possibly some changes in the making for bicycle paths in the downtown area. I hope the one on 14th street is changed or completely eliminated, as it is a real nightmare for vehicle operators. When I come from the south on 14th approaching N street, I have to cross the bike path to angle park at Pinnacle Bank. To leave, I must back across the bike path to enter the vehicle traffic lane. I want to drive north then to make a right turn on "O" street; so after I get past "N" street I must cross the bike path again to enter the right vehicle traffic lane. I've witnessed some close calls but so far I guess no accident problems; to my surprise. I go through this experience every Friday and course it depends on the time of day as to the traffic flow problems involved, with this set up. I don't know who designed this bike path route, but for a vehicle operator; it can't get much worse. Be my guest and give it a try if you haven't done so. Thank you for your time.
Please document my support for the downtown master plan that includes protected bike paths. The use of protected lanes encourages bike riding and a healthy lifestyle. Thank you for your leadership and efforts to serve a diverse community.

Sharon Johnson
1826 S. 12th
Just a quick note to the council urging your support for the Downtown Master Plan and particularly the proposed protected bike lanes. I am a 64 year old cyclist. While in the Haymarket last Saturday night, the number bicyclist riding through the Haymarket and the number of bicycles parked at bike rakes did not go unnoticed. The protected bike lanes are just another piece of the strategy to keep downtown vibrant and to encourage young professionals to move to Lincoln.

Pat Bracken
2111 Sewell St.
InterLinc: City Council Feedback for General Council

Name: David Anderson
Address: 6117 ORWELL CR
City: Lincoln, NE 68516
Phone: 423-6442
Fax: dareon@juno.com
Email: dareon@juno.com

Comment or Question:
We live on a short circle, a location for which we have always been grateful. Only 8 houses, it has afforded us the opportunity to know our neighbors and to be aware of anything unusual. A circle also allows for kids to play safely in the street due to little traffic. It has also served as a place to display fireworks on the 4th of July. In years long past, we set them off when our children were young, so we get it? when it comes to the fun of watching them. However, sometime in the intervening years, our elected officials relaxed the restrictions on the size of these explosive devices. The sound and litter that these larger explosives generate are not tolerable to man and beast alike. This morning we awoke to a circle littered with paper and cardboard. There is not a square foot in my back yard, front yard and roof that is not covered with debris.

Note to public and elected officials: Its time to ?dial it back.? If you do not think public opinion would support an outright ban on fireworks, then please, please curtail the size of them.
As a recreational and fitness cyclist, I want to express my support for the new plan for downtown Lincoln. I don't usually go downtown on my bike because of the lack of secure lanes to use. Please support the plan changes.

Thank you,
Edward P. May
5421 S. Dove Ln
68516

Ed May
"There are no ordinary days."
Dear City Council,

I very much appreciate the improvements made for bicycling here in Lincoln, and am confident Lincoln will become known as a top city for cycling because of the City Council's foresight to plan and support bicycling. I bike everyday from the Woods Park Neighborhood to work in the Haymarket. I initiated the idea of the first bungalow tour here in the Woods Park Bungalow Historic District to show off the benefits of living in a core neighborhood, with stores to meet every need, and access to bike routes and bus routes for easy commuting. My hope is that you will continue to plan for bicycling in the entire city so that we can all bike in whatever direction we need to to get to work, play, church, etc. Thanks very much for your work.

Priscilla Handy
715 Elmwood Blvd
Dear City Council,

My family and I strongly support the protected bike lanes for downtown Lincoln. The trail system in Lincoln is excellent, protected bike lanes would make it even better. We think this would help to make Lincoln citizens ride more, thus be more healthy.

We are proud to be active lifelong Lincoln residents, and to be raising our 3 children here.

Thank you,

Sue and Rad Dobson
Hello and Happy 5th!

I would like to voice my support for protected bike lanes being included in the Downtown Master Plan. That is all.

Thank you,

Amy S Fabricus  |  Ameritas Group  |  Group Relations
475 Fallbrook Blvd., Lincoln, NE 68521  |  p: 800.659-2223, ext. 82138  |  hours: 7:00-3:45 CST  |  afabricus@ameritas.com
Dear City Council Members,

I am emailing you to encourage you to support the development of more protect bike lanes in the Master downtown plan. I would be more likely to bring my family downtown to ride our bikes if I felt they were more protected from street traffic, especially with all the new development going on in the Haymarket area projects.

Thank You

Chris Baum
Lincoln - 68515
Dear Lincoln City Council,

I urge the City Council to approve the proposed Downtown Master Plan, especially the N Street protected bike lanes.

1. These lanes have had great success in other cities across the globe. They have been shown to be safe (28 percent lower injury rate in Montreal per a study from Harvard and about a 50 percent reduction in accidents for cyclists, pedestrians and motorists in New York City), effective (increases bicycle traffic and reduces automobile congestion), and may actually help alleviate parking shortages even with the loss of parking spots by encouraging folks to ride downtown versus drive an automobile. The most vibrant downtown areas across the globe are those that facilitate safe pedestrian and cycling traffic and access.

2. These lanes will provide a safe route out of traffic for those not comfortable riding the on-street bicycle lanes, such as families with children and older riders. These lanes are not just recreation. They are truly transportation for Lincoln citizens from all walks of life including employees, CEO’s, UNL students, professors, consumers and tourists.

3. Downtown Lincoln needs a safe east/west bicycle route that connects to other north/south routes such as Antelope Valley. N Street is ideal because it is unidirectional and is wide enough to accommodate a protected bicycle lane with minimal loss of on-street parking. Lincoln has been gaining national recognition as a bicycle-friendly city and the N Street corridor is another big piece the puzzle. Protected bicycle lanes will help attract and retain an active and vibrant demographic. Young professionals are taking notice of exciting things in Lincoln. The ability to commute by bicycle for work, commerce, education and entertainment is vital to this demographic and makes Lincoln a more livable city.

As you can see, I am very excited about these lanes being incorporated into our growing bicycle network. I urge the City Council to not only approve this plan, but to continue to support the cycling infrastructure in our city. I believe Lincoln can be one of the best cycling towns in the United States given the natural layout of the city as well as our current trail system.

Everyone wants a vibrant, busy and prosperous downtown. It just seems like their is disagreement on the best way to achieve this. In my travels across the US and abroad, my experience is that the most vibrant and exciting cities are those that make a commitment to having an accessible, walkable, bikeable city center.

Thanks for listening,
Jason Bakewell, Event Director
Market to Market Relay & 50k

j bakewell@markettomarketrelay.com :: 402.968.2755
http://www.markettomarketrelay.com :: Join us on Facebook
To the Members of the City Council of Lincoln:

I am in favor of constructing protected bicycle lanes in the downtown area. I have used the current bicycle lanes throughout the downtown area, and do not feel they provide adequate safety for both bicyclists and vehicle drivers. Protected bike lanes would enhance the quality of life in Lincoln by encouraging bicycle commuting and recreation.

Thank you so much for your consideration of this proposal.

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Doug Vander Broek, D.C.
Holmes Lake Chiropractic Group
2855 S 70th St, Suite 101
Lincoln, NE 68506-6822
clinic: 402-483-4409
holmeslakechiropractic.com
Dear Members of the City Council:

As a proud citizen of Lincoln, Nebraska, I urge you to vote in favor of the Downtown Master Plan, including the proposed protected bike lanes. There are numerous strong arguments for creating protected bike lanes in the city. Below are a few that I find most compelling:

- Bicycle lanes signal that Lincoln is a progressive, forward-thinking city capable of adapting to changes in our society and environment
- Bicycle lanes protect the safety of people of all ages that want or need to navigate downtown streets in tandem with 2000lb automobiles
- Bicycle commuting reduces air pollution and greenhouse gas emissions that contribute to climate change
- Bicycle commuting decreases traffic congestion by taking cars off the streets
- The proposed protected bicycle lane on N Street connects two important bicycle trails. It is an important downtown link to what might possibly become a unique, economically beneficial landscape feature and tourist attraction for Lincoln: the Salt Valley Greenway, a massive recreational and commuter trail that will circle the City of Lincoln and connect to other important landscape features nearby.

As a fledgling bicycle commuter, it is important to me that Lincoln adds even more bicycle lanes so that eventually, a bicycle commuter from anywhere in the city could safely navigate a combination of streets and bicycle lanes to any destination. There has been a nationwide resurgence in bicycling in response to economic uncertainties, constrained resources, climate change and a desire for more healthy lifestyles. Currently, 875 Lincolnites are participating in a National Bicycle Commuter Challenge, and more than 28,000 nationally. Over 90 bicycle teams have been formed at various Lincoln businesses or associations. The City of Lincoln is standing strong in third place nationally. This is Lincoln's first year in the Challenge and there is no doubt that participation will grow as the word gets out. Bicycles belong and they are here to stay.

Thank you for your service on the City Council. Let us move forward and make room for bicycles in our progressive, healthy and beloved City of Lincoln, Nebraska.

Very best wishes,

Julie Diegel
1703 N. 65th Street
Lincoln, NE 68505
I just realized I did not give my full name and address:
Karen O'Connor
2900 S 31st Street
Lincoln 68502

Sent from my iPad

On Jul 7, 2012, at 6:18 PM, "Karen Griffin O'Connor" <karenmgriffin@hotmail.com> wrote:

> Hello!
> 
> It is my understanding that on Monday, the City Council is scheduled to vote on the revised Downtown Master Plan which adds protected bike lanes in the downtown area beginning with "N" Street from West Haymarket to Antelope Valley.
> 
> I strongly agree with this proposal and urge the City Council to approve this revised Master Plan for our Downtown. I commute to work about 3-4 days a week and i believe that any way to make the riding downtown safer and more accessible to all is a needed improvement.
> 
> Thank you for your consideration,
> 
> Karen
Lincoln City Council Members-
This e-mail is to voice my support for the proposed protected bike lanes on N Street included in the downtown master plan. I am cyclist who commutes most days of the week to work, winter months included. I also ride for recreation, exercise, transportation to events, transportation to restaurants, and to run errands.

My commute to and from work includes the Boosalis Trail, Rock Island Trail and the new Antelope Valley trail. On most weekends and occasionally during the week, I find myself cycling downtown/Haymarket for food and drinks. Again, I use the Boosalis Trail, Rock Island Trail and the Antelope Valley Trail to reach downtown/Haymarket when riding from home and the reverse order when riding from work to downtown/Haymarket.

My preferred exit off the Antelope Valley Trail when traveling to downtown/Haymarket from my home is N Street. N Street seems to have fewer vehicles and heads west. Following my visit to downtown, I will use M Street to reach the Antelope Valley Trail to return home. After a visit in the Haymarket, I will ride on M Street to return to the trail or ride south on 8th Street and ride the streets home.

While I am not afraid to ride in traffic, I definitely feel more at ease and safer riding on protected trails. In fact, just yesterday a vehicle honked at me for no apparent reason while I was riding in traffic. When riding downtown I avoid K, L, O, P and Q Streets due to the high volume of traffic. A protected connection from the Antelope Valley Trail to downtown and to the Haymarket area AND to the Jamaica North Trail seems like a great idea to me. I can assure all of you, I as well as my significant other and my friends would use the N Street protected bike path frequently.

Additionally, the protected bike path would seem very beneficial to young families. More and more families are choosing to transport via bicycle rather than a motorized vehicle. A protected bike path would provide a more secure route in the downtown/Haymarket area for families.

One last point, my understanding is there is concern over the loss of parking on N Street if the bike bath were to be installed. With the construction of new parking garages for the arena and downtown area, the loss of 12-20 parking spots seems quite minimal. Additionally, with the likely cost of meters rising, drivers may not be willing to pay more to park at a meter. Besides, the more the City of Lincoln can do to promote the use of cycling downtown, the less need there is for on street vehicle parking.

Thank you for your time,
Ariana Kennedy
4107 S. 20th Street
Lincoln, NE  68502
Good morning to you all,

Again, I thank you for supporting and passing the LPlan 2040 comprehensive plan. Lincoln has a fine future knowing a sustainable plan is implemented.

The "N" Street bike lanes and the Downtown Master Plan as a crucial part of the overall comprehensive plan.

The League of American Cyclist supports protected bike lane and their website will refer you to studies that demonstrate a 40% decrease in accidents w/ protected bike lanes. A couple of other URL's : :
http://www.energybulletin.net/stories/2012-03-28/bike-lens, and searching green lanes will provide you objective information.

I thank you all for the time and effort you put into each agenda item before.

All the best
*rosina
Dear members of the City Council:

I attended the council meeting and was taken aback by the testimony of the two bicyclists opposing the protected bikeway until I listened more carefully to what they said: after decades of riding bicycles on Lincoln's streets they had concluded that riding in traffic was the safest place to be. Few cyclists have the experience and confidence of these gentlemen, and if we want to encourage the use of bicycles the city needs to provide some reassurance to average riders and families.

Respectfully,
William M. Wehrbein
City Council Members,

My wife and I are life long Nebraskans who grew up in Omaha. After a 20 year stint in the USAF, we retired to Lincoln in 1989. We chose Lincoln for a number of reasons including low crime rate, good educational institutions, the people, the mild climate, and numerous other reasons. (well, maybe not the mild climate!!)

We have enjoyed Lincoln for the past 23 years. We went to college at UNL. Upon choosing Lincoln over Omaha, Colorado Springs, and other areas, we wanted this community to be the best it can be and by in large it has been. There are great things happening in Lincoln that are not occurring in other parts of the country, i.e. the Haymarket growth, Innovation Campus and many other improvements.

Tough times such as the recession of 2008, etc., have made governmental decisions a lot more difficult. Hardly anyone wants to pay increased taxes or fees. Sometimes, they are necessary. Budgets are important particularly during times of decreased revenue for the city and local governments. But we can not sacrifice how far Lincoln has gone by cutting back on some services particularly those for the average citizen.

I rarely have called my City Council representative over the time we have lived here. We have spoken to former Councilwoman Snyder (who was a neighbor on Lakewood Drive) about a couple of minor issues when she ran for the Council.

Recent circumstances dictate some of my comments.

1) Fireworks- Although I disagreed with the more lenient fireworks ordinances and moving the city's sponsored fireworks and celebration to the 3rd of July, I tried to adapt last year. Having three wonderful dogs in our family makes this week, the week from hell!!! I can only imagine all of the fear that nature's creatures have. Living near Wedgewood Lake only adds to the fun with the large fireworks displays on both the 3rd and the 4th evenings. My wife spent both nights in the basement with our two Pekingese dogs where the sound is somewhat muffled. On the 3rd, I was curious and walked around the neighborhood near the lake to see the fireworks, etc. I immediately noticed those lantern types being launched and flying over the lake in a westward direction like ET did on his bicycle in the movie. I saw five of them. As I watched one came down on a field behind the cul de sac near Glenwood Circle and Lakewood Drive. The lantern was still lit and it sort of crawled along the ground heading toward a parking lot where cars were parked. Some of our friends have their home right near this area where the bike path goes. All of a sudden as I watched wondering what to do next, a gentleman with his dog who was walking the bike trail looked at the lantern and then picked it up like one would a hula hoop and walked away with it. Who knows if he save someone from fire damage.

As I watched other lanterns fly over, I wondered where are they going to land.

Some may disagree with me but I think the quality of Lincoln living suffered with extending the fireworks ordinance. I also think any monies gained from saving overtime pay by moving the celebration away from the holiday also takes away from the quality of Lincoln life. One used to think once this celebration was over, the fireworks would wind down and we could again take the dogs outside at times other than 2 AM in the morning for their nighttime trip.
There were countless fireworks going on starting around Memorial Day then letting up before starting up again big time about a week before the 4th and continuing past this last weekend. One loud bomb and the one Pekingese is a basket case again. And she did have a pre fireworks medication prescribed by our vet but she had a small seizure as a result (a side effect rare but documented for that medications).

At the very minimum, those lanterns should be outlawed!!!

2). The Mayor's Budget- I know it is difficult to balance the budget given the revenue situation. But to reduce the police staff by two personnel. I simply am not for it. Although Lincoln's crime rate is acceptable to me and the police do a good job, there are areas that need help. What really makes me mad are the drivers who not only don't stop at stop signs (I don't mean the rolling stop). I mean going straight through. Also I see people doing the same with traffic lights. I don't get excited when folks don't stop when turning right although they should. This kind of stuff is way more dangerous to the public than many other issues (gambling, prostitution, etc.)

Regarding the increase in meter fees from $0.50 to $1.00. Comparatively speaking when talking about similar cities, I understand. But I also understand the merchants such as Licorice International and other places where people just want to make a quick stop. I do think that will hurt some merchant's business. There may be parking garages that are under utilized. I just know that the two I use the most often (both connected to hotels) are often filled depending on what is going on in the hotel and the surrounding community. I, like, everyone else want to park in the most convenient area to my destination.

In general, I have a philosophy that apparently many do not have. Expenses go up for the public sector as they do in the private sector. I am more than willing to pay higher reasonable taxes or fees to maintain the quality of Lincoln. Those who don't agree can live somewhere else where cutting back on services can equate to beginning to look like a third world country. Grass should be mowed in those areas the city is responsible for. To have something nice costs. If we need to temporarily raise the sales tax during tough times, let's do it! Or find some other source of revenue (yes easier said than done!!)

Don't let the city go down the tubes or become a two tier city; one where great things such as the Hay Market arena are available to those with sufficient funds while the library or swimming pools are cut way back.

Thank you for taking the time to read my comments.

Sincerely,

Roger L. Miller
402-488-8566
email- hatpenoz@earthlink.net
MINUTES
DIRECTORS’ MEETING
JULY 9, 2012

Present: Adam Hornung, Chair; Carl Eskridge, Vice Chair; Jon Camp; Gene Carroll; Jonathan Cook; and DiAnna Schimek

Absent: Doug Emery

Others: Joan Ross, City Clerk; Rick Hoppe, Chief of Staff

Chair Hornung opened the meeting at 2:00 p.m. and announced the location of the Open Meetings Act.

I. CITY CLERK
Clerk Ross outlined the formal agenda for July 9, 2012, pointing out the Items with Motions to Amend. Carroll stated he would talk about the motions since the terminology was misguided. Changed Motion No. 4, which says downtown transit service, it has the terminology erasing No. 3.

Ross added on page 8 do have an item which will move forward in Public Hearing on Tuesday, the 17th, the special City County appeal on the City and County. Council has a meeting on Tuesday, at 1:00 p.m. with the Lancaster County Board. Will have agendas ready.

II. MAYOR
1. NEWS RELEASE. Health Department issues advisory due to fireworks smoke.
2. NEWS RELEASE. Recreation Centers to extend hours if heat index tops 100.
No comments

III. DIRECTORS
No comments

DEPARTMENT BUDGET HEARINGS

1. 2012-14 CITY COUNCIL/COMMONS BUDGET HEARINGS SCHEDULE

Monday, July 9, 2012 in City Council Chambers
1:00 – 2:00 p.m. Release Mayor’s Budget

2. COMMONS MEETING - Tuesday, July 10, 2012 in Conference Room 113
1:00 – 1:15 p.m. Health
1:15 – 1:30 p.m. Information Services
1:30 – 1:45 p.m. Planning
1:45 – 2:00 p.m. Pre-Trial Diversion
2:00 – 2:15 p.m. Emergency Management
2:15 – 2:30 p.m. Weed Control Authority
2:30 – 2:45 p.m. Break
2:45 – 3:00 p.m. 911 Communications and Radio Maintenance
3:00 – 3:15 p.m. Public Building Commission
3:15 – 3:30 p.m. Personnel (Excluding Risk Management)
3:30 – 3:45 p.m. Aging
3:45 – 4:00 p.m. Human Services and Justice Council
4:00 – 4:15 p.m. Joint Budget Committee Recommendations
3. **Wednesday, July 11, 2012 in Conference Room 113**

   1:00 – 1:30 p.m. Police/Fire
   1:30 – 1:45 p.m. Building & Safety
   1:45 – 2:00 p.m. Library
   2:00 – 2:30 p.m. Urban Development
   2:30 – 2:45 p.m. Risk Management
   2:45 – 3:00 p.m. Law/Human Rights
   3:00 – 3:15 p.m. Break
   3:15 – 3:45 p.m. Finance/Miscellaneous Budgets
   3:45 – 4:15 p.m. C.I.C. / Mayor’s Office
   4:15 – 4:45 p.m. Parks & Recreation
   4:45 - 5:00 p.m. City Council

**HEALTH DEPARTMENT**
1. NEWS RELEASE. Public urged to help prevent pool closings.
2. NEWS RELEASE. Health Department issues advisory due to fireworks smoke.
   No comments

**PLANNING DEPARTMENT**
1. Urban Design Committee meeting agenda for Wednesday, July 11, 2012, 3:00 p.m., at 555 S. 10th Street.
2. Administrative Amendment No. 12029 approved by the Planning Director on June 26, 2012.
   No comments

**WEED CONTROL AUTHORITY**
1. Weed Abatement Program, Lancaster County / City of Lincoln.
   No comments

**IV. COUNCIL MEMBERS**
No comments

**V. MISCELLANEOUS**
No comments

**VI. CORRESPONDENCE FROM CITIZENS**
1. Lincoln Airport Authority letter stating no tax levy should be made for airport purposes for the fiscal year beginning July 1, 2012.
   a) Resolution No. 563.
2. MEDIA RELEASE. Community Health Endowment announced funding awards to increase medical homes and primary care.
3. MEDIA RELEASE. Community Health Endowment announces funding availability.
   No comments

**VII. ADJOURNMENT**
Chair Hornung adjourned the meetings at 2:08 p.m.