I. MINUTES

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

IV. MAYOR’ CORRESPONDENCE

MAYOR
1. NEWS RELEASE. City offers alternate parking options during parking ban. Locations listed.
2. NEWS RELEASE. Public urged to report fallen trees and tree limbs.
3. NEWS RELEASE. Read To A Dog Program starts Sunday.
4. NEWS RELEASE. Several options available for those with tree debris.
5. Memo from Chair of the Citizen Police Advisory Board complaint #04-15.
6. NEWS RELEASE. Public invited to volunteer at Kontras, American Legion parks.

V. DIRECTORS CORRESPONDENCE

CITIZEN INFORMATION CENTER
1. City of Lincoln Parking Ban Update, Monday, February 1, 2016, 2:15 p.m. Emergency parking ban in effect at 6:00 p.m.
2. City of Lincoln Parking Ban Update. Revision of snow emergency parking ban in effect at 6:00 p.m.
3. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 4:30 a.m.
4. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 10:30 a.m.
5. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 2:45 p.m.
6. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 8:30 p.m.
7. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 8:30 p.m. Two types of parking bans are now in effect for Lincoln.
8. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 4:30 a.m.
9. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 11:45 a.m.
10. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 3:30 p.m.
11. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 8:30 p.m.
12. City of Lincoln Parking Ban Update, Thursday, February 4, 2016, 4:30 a.m.
13. City of Lincoln Parking Ban Update, Thursday, February 4, 2016, 11:45 a.m.

PLANNING COMMISSION

PLANNING DEPARTMENT
1. Administrative Amendment No. 16002 approved by the Acting Planning Director on January 27, 2016.
VII. BOARDS/COMMITTEES/COMMISSION REPORTS

VIII. MISCELLANEOUS

IX. COUNCIL MEMBERS

JON CAMP
1. Councilman Camp adding additional questions to Chair Fellers Stormwater Bond memo.
   a) Questions to Rick Hoppe on cost and material use to replace drain inlets.
      1. Ben Higgins, Senior Engineer, Watershed Management, responding to questions from Councilman Camp.
2. Tracy Soukup asking Councilman Camp to consider the walking paths in Trendwood Park in the upcoming budget.
   a) Councilman Camp requesting Lynn Johnson, Parks & Rec Director, to respond to Ms. Soukup on remedies and timetables.
3. Sandra Anderson writing with her concerns on how the City spends money, i.e. round-abouts when the pot holes are a serious concern along with other street repairs.
   a) Response to Sandra Anderson on street design and maintenance concerns.
   b) Recommendations for Future Infrastructure.
   c) Sandra Anderson thanking Councilman Camp for his response and recommendations.
4. Dave Forsythe writing on the lateness of his neighborhood getting plowed after the snow fall.
5. Christy Aggens expressing her concern over the outcome of the StarTran Transit Development Plan (TDP).

X. CORRESPONDENCE FROM CITIZENS
1. Wilbur Dassenbrock asking that the construction specifications for the longevity of our streets be looked into and street maintenance improved.
2. InterLinc correspondence from Jay Edmiston with a concern on StarTran’s proposal to stop picking up riders in residential areas.
3. Follow up email, plus original, from Brenda Bolejack regarding the LES Meter switch outs.
4. Luke Peterson writing in regard to the proposed StarTran route changes. Do not create undue barriers for users of StarTran.
5. Diane Bartels commenting on the service of StarTran to LPS students and the time frame of the buses.
6. James Friedman, President of The Near South Neighborhood Association requesting Council to postpone any final voting of StarTran’s Transit Development Plan.

XI. MEETINGS/INVITATIONS
See invitation list.

XII. ADJOURNMENT
FOR IMMEDIATE RELEASE: February 1, 2016
FOR MORE INFORMATION: Diane Gonzolas, Citizen Information Center, 402-441-7831

CITY OFFERS ALTERNATE PARKING OPTIONS
DURING PARKING BAN

A snow emergency parking ban will go into effect at 6 p.m. tonight (Monday, February 1).

Recent storm predictions for the Lincoln area calling for potential blizzard conditions. Residents and motorists are strongly encouraged to plan ahead. In order for plows to effectively clear the streets, parking bans will be enforced. These bans will impact motorists who normally park on city streets. To avoid the expense of ticketing or towing, the public is asked to make alternate arrangements for parking.

During a snow emergency parking ban, parking is banned on emergency snow routes, bus routes, school routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov and in the blue pages of the Windstream phone directory.

The following lots and facilities are available for parking once they are cleared of snow:

SOUTHEAST
• Antelope Park, north and south of Auld, Children’s Zoo (Capitol Parkway and “A” streets)
• Eden Park (45th and Antelope Creek Rd.)
• Holmes Lake Park roads and lots – north side only (70th and Normal)
• Roberts Park (56th and Normal)
• Tierra Park (27th and Tierra)

SOUTHWEST
• Peterson Park (4400 Southwood)
• Van Dorn Park (9th and Van Dorn)

NORTHEAST
• Ballard Park (66th and Kearney)
• Bethany Park - three lots (65th and Vine)
• Easterday Recreation Center (6130 Adams)
• Mahoney Golf Course lot (7900 Adams)
• Peter Pan Park (32nd and “W”)
• University Place Park, north and ½ south lot (49th and Garland)
• UPCO Park (40th and Adams)
• Woods Park - two lots (33rd and “J”)

-more-
NORTHWEST

- Air Park Recreation Center (3720 N.W. 46th)
- Belmont Park and Recreation Center (12th and Judson)
- Belmont Pool (1245 Manatt)
- Highlands Golf Course (5501 N.W. 12th St.)
- Oak Lake, east and west lots (1st and Charleston)
- Oak Creek Dog Run (1st and Charleston)
- Roper Park, east and west lots (10th and Belmont)

Citizens can also contact the nearest library or church to find out if any additional temporary parking facilities are available.

All parking bans remain in effect until terminated by the Mayor.

-30-
PUBLIC URGED TO REPORT FALLEN TREES AND TREE LIMBS

Today’s heavy, wet snow and wind are causing trees and branches to fall. Lincoln residents are asked to use the Lincoln Police Department non-emergency phone number at 402-441-6000 to report fallen trees and limbs blocking streets. Community Forestry crews are working to clear limbs so that snow removal operations can proceed. The first priority is removing trees and limbs from arterial streets, and once that is completed, crews will begin removing trees and limbs from residential streets.

If branches are down on sidewalks or in the public right of way between the sidewalk and the curb, residents are asked to contact Community Forestry in one of two ways:

• Call 402-441-7847 and press “0.”
• Email information, including the address where the tree debris is located, to forestry@lincoln.ne.gov.

Community Forestry staff will begin removing street tree debris on the public right of way after priority work to clear streets is completed.

- 30 -
LINCOLN CITY LIBRARIES
136 S. 14th Street, Lincoln, NE 68508, 402-441-8500

FOR IMMEDIATE RELEASE: February 3, 2016
FOR MORE INFORMATION: Vicki Wood, Lincoln City Libraries, 402-441-8565

READ TO A DOG PROGRAM STARTS SUNDAY

Families are invited to participate in the “Read to a Dog” program offered by Lincoln City Libraries and Healing Heart Therapy Dogs, a local therapy dog organization. The program provides an opportunity for children ages 6 to 12 to practice their reading by reading aloud to a dog. Therapy teams are partnered with children who read to a dog in 20-minute shifts.

This is a drop-in program, with no preregistration required. The program is offered at following locations and times:
• Eiseley Branch Library, 1530 Superior Street, 1 to 2:30 p.m. Sundays February 7 and 28
• Gere Branch Library, 2400 S. 56th St., 5:30 to 7:30 p.m. Thursdays, February 11 and 25
• Walt Branch Library, 6701 S. 14th St., 4:30 to 5:30 p.m. Wednesdays, February 3, 10 and 17; and 10:30 to 11:30 a.m. Saturdays, February 6, 13 and 27

For more information on Lincoln City Libraries, visit lincolnlibraries.org. Information about Healing Heart Therapy Dogs can be found at healinghearttherapydogs.org.

- 30 -
Sever options available for those with tree debris

Lincoln residents with tree debris as a result of this week’s storm have several options for disposal:

• Through a promotion with KLKN-TV, Hofeling Enterprises, 2200 S. Folsom Court, will accept tree debris at no charge through 5 p.m. Friday, February 5. (Mention “channel 8” when dropping off debris). Hofeling is also still accepting Christmas trees at no charge. Hours are 7:30 a.m. to 5 p.m. weekdays.

• Residents can haul tree debris to the City Transfer Station at 5101 N. 48th St. Regular disposal charges and fees apply. To avoid an extra charge, residents are advised to “tarp and tie” their loads. The facility is open from 6:45 a.m. to 4:15 p.m. on weekdays; 6:45 a.m. to 3 p.m. Saturdays; and 6:45 a.m. to noon Sundays. More information is available at lincoln.ne.gov (keyword: landfill).

• Residents can cut tree limbs and bundle them into four-foot lengths and leave them for their waste haulers to pick up.

To report streets that are blocked due to storm debris, contact the Lincoln Police Department non-emergency line at 402-441-6000. For branches on sidewalks or in the public right of way between the sidewalk and the curb, contact Community Forestry Office at 402-441-7847 (press “0”) or email information to forestry@lincoln.ne.gov.
Memo

TO: Mayor Beutler
   City Council
   Chief James Peschong
   Public Safety Director Tom Casady
   City Attorney, Jeff Kirkpatrick

FROM: Scott Hatfield
      Chair of the Citizen Police Advisory Board (CPAB)

DATE: February 3, 2016

RE: Complaint # 04-15

On January 27, 2016, the CPAB met and, after considering Complaint # 04-15, and all relevant reports, determined that no corrective action on the part of the Mayor and/or the police department was warranted.

The complainant was advised accordingly.
PUBLIC INVITED TO VOLUNTEER
AT KONTRAS, AMERICAN LEGION PARKS

The public is invited to participate in a work day from 9 a.m. to noon Saturday, February 20 at Kontras Park at South Cotner Boulevard and Aldrich Road, and American Legion Park at 26th and Randolph streets. The groups will meet at each park for training prior to beginning landscaping work. The event is the first in the V.I.P. (Volunteer in Parks) Saturday series for 2016 and welcomes both current and new volunteers.

To register, send an email to ParksVolunteers@lincoln.ne.gov. New volunteers are asked to fill out the volunteer application form and bring it to the event or submit it with their registration. The form is available at lincoln.ne.gov (keyword: volunteer). If weather affects the event, all registrants will be notified of the rain/snow date.

For more information about Lincoln Parks and Recreation, visit parks.lincoln.ne.gov.
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Public Works Snow Center -- 402-441-7644
Citizen Information Center -- 402-441-7831

Date: Monday, February 1, 2016
Time: 2:15 p.m.

EMERGENCY PARKING BAN IN EFFECT AT 6 P.M. TONIGHT

Mayor Chris Beutler has declared a snow emergency parking ban for the City of Lincoln. It will take effect at 6 p.m. this evening. At that time, parking will be banned on emergency snow routes, bus routes, school routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov. The ban will remain in effect until further notice.

Residents are urged to make plans now for off-street parking.

At 8 p.m. Sunday, streets crews began anti-ice brine application on the City’s emergency snow routes, bus and school routes and other major arterials. City crews are also preparing material spreaders and plows in anticipation of the predicted storm. City crews will work in 12-hour shifts and will be prepared to respond to events as needed as the storm unfolds.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street
Lincoln, NE 68508
402-441-7831
cell 402-525-1520
dgonzolas@lincoln.ne.gov
From: Council Packet
Subject: PARKING BAN UPDATE -- snow emergency to be lifted at 6 p.m.

CITY OF LINCOLN                  PARKING BAN UPDATE

For more information: Citizen Information Center -- 402-441-7831

Date: Wednesday, February 3, 2016
Time: 3:30 p.m.

Public Works street crews are currently wrapping up plowing on the even sides of Lincoln’s residential streets. The effort will soon shift to the odd-sides of residential streets and continue throughout the evening. Material spreaders continue to patrol arterial streets, re-plowing and applying deicer material as needed, guarding against re-freeze and responding to emergency service requests. A total of 91 maintenance vehicles are currently deployed.

The residential parking ban for the even-numbered sides of the streets was lifted at 2 p.m.

The residential parking ban for the odd-numbered sides of the streets will go into effect at 6 p.m. this evening. At that time, parking will be banned on the odd-numbered sides of the streets on all streets that are not arterials or bus routes.

Prior to 6 p.m., residents are urged to move their vehicles from the odd- to the even-numbered sides of the streets if possible to help expedite residential cleanup this afternoon.

Mayor Chris Beutler has announced that the snow emergency parking ban for Lincoln will be lifted at 6 p.m. this evening. Where allowed, parking will again be available on major streets and bus routes after this time.

A snow removal district parking ban will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Maps of the districts can be found at lincoln.ne.gov (keyword snow). To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. Visit the City web site for details.

StarTran reports buses are running on time. Police report 23 accidents in the City from midnight to 3 p.m.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

David Norris, Citizen Information Center
555 S. 10th St. - Suite 301, Lincoln, NE 68508
402-441-7547
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Thursday, February 4, 2016
Time: 11:45 a.m.

City crews completed plowing residential streets early this morning, and the residential parking ban for the odd-numbered sides of the street has been rescinded. Parking is again permitted on both sides of the street in residential areas. The City has about 90 maintenance vehicles on the streets now cleaning up residual snow and applying material on slopes and at intersections. The public can report trouble areas to the Public Works Snow Center at 402-441-7644.

A snow removal district parking ban remains in effect two more nights – from 12:01 to 7 a.m. Friday and Saturday, February 5th and 6th, in the eight snow removal districts. In these districts, snow is plowed into windrows, loaded into trucks and hauled out of the area. Parking is prohibited on both sides of the streets in the snow removal districts. They include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).

To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. To reduce citations and towed vehicles downtown, the service will be offered from 10 p.m. to 7 a.m. when the City is under a snow removal district parking ban. (For the Friday ban, the service begins at 10 p.m. Thursday.) Customers will be charged the posted rate for any time beyond those hours. Vehicles that remain in the garage past 10 a.m. will be charged for the entire time the vehicle was in the facility.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

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CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Public Works Snow Center -- 402-441-7644
Citizen Information Center -- 402-441-7831

Date: Monday, February 1, 2016
Time: 3:15 p.m.

REVISION: A snow emergency parking ban includes both sides of the street but does not include school routes. The revised release follows.

SNOW EMERGENCY PARKING BAN IN EFFECT AT 6 P.M. TONIGHT

Mayor Chris Beutler has declared a snow emergency parking ban for the City of Lincoln. It will take effect at 6 p.m. this evening. At that time, parking will be banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov. The ban will remain in effect until further notice.

Residents are urged to make plans now for off-street parking.

At 8 p.m. Sunday, streets crews began anti-ice brine application on the City’s emergency snow routes, bus and school routes and other major arterials. City crews are also preparing material spreaders and plows in anticipation of the predicted storm. City crews will work in 12-hour shifts and will be prepared to respond to events as needed as the storm unfolds.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

David Norris
Citizen Information Center
555 S. 10th St. - Suite 301
Lincoln, NE 68508
402-441-7547
A snow emergency parking ban remains in effect for the City of Lincoln. At this time, parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov. The ban will remain in effect until further notice.

Snow began falling about 1:30 this morning but did not start sticking to the street until about 3 a.m. Twenty material spreaders were out covering trouble areas until about 4 a.m., when a plowing operation was deployed. At that time, roads were snow covered or slushy with the heaviest accumulation in south and east Lincoln. Drivers are urged to use caution, especially at intersections.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

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CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Public Works Snow Center -- 402-441-7644
Citizen Information Center -- 402-441-7831

Date: Tuesday, February 2, 2016 Time: 10:30 a.m.

City snow crews will continue plowing operations all day across Lincoln. About 100 vehicles are out on the streets, including City and contracted equipment. If you do need to be out today, use extreme caution, and give the snow plows plenty of room to operate. If a traffic light is not operating, treat the intersection as a four-way stop. For the latest on power outages in the City, visit les.com.

With school cancelled and less traffic on the streets, Police report only five accidents since midnight. StarTran buses are running on time.

A snow emergency parking ban remains in effect for the City of Lincoln. Parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov. The ban will remain in effect until further notice. With continued snow and strong winds, crews often need to make more than one pass down the street.

All Lincoln City Libraries are closed for today, and all meeting scheduled there are cancelled or postponed.

The City reminds residents that it is illegal to push or blow snow into or on any street, alley or sidewalk. And if you’d like volunteer to shovel snow for those are unable to do so, visit lincoln.ne.gov (keyword: snow angels) or call 402-441-7644.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

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CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Public Works Snow Center -- 402-441-7644
Citizen Information Center -- 402-441-7831

Date: Tuesday, February 2, 2016
Time: 2:45 p.m.

The Mayor has announced that a residential parking ban will go into effect at 6 p.m. this evening. At that time, parking will be banned on the even-numbered sides of all City streets that are not arterials or bus routes. Even if your side of the street appears to be cleared, do not park there until the ban is officially terminated because crews sometimes need to make more than one pass.

A snow emergency parking ban also remains in effect. That means parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov.

A third type of parking ban will go into effect tomorrow night. A snow removal district parking ban will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Those include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).

To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. To reduce citations and towed vehicles downtown, the service will be offered from 10 p.m. to 7 a.m. when the City is under a snow removal district parking ban. (For the Thursday ban, the service begins at 10 p.m. Wednesday.) Customers will be charged the posted rate for any time beyond those hours. Vehicles that remain in the garage past 10 a.m. will be charged for the entire time the vehicle was in the facility.

City snow crews will continue plowing operations all day across Lincoln with about 100 City and contracted vehicles on the streets. Drivers should continue to be careful and to give snow plows plenty of room to operate. If a traffic light is not operating, treat the intersection as a four-way stop. Police report only five accidents between midnight and noon. A few StarTran buses are running 10 to 15 minutes behind, but most are on schedule.
Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

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CITY OF LINCOLN
PARKING BAN UPDATE

NO VOICE REPORT IS AVAILABLE AT THIS TIME.

For more information:
Public Works Snow Center -- 402-441-7644
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Tuesday, February 2, 2016
Time: 8:30 p.m.

By 8 p.m. tonight, City snow crews were nearly finished plowing bus and school routes, and plowing had begun in about 30 percent of residential districts. Material spreaders continue to patrol arterial streets, re-plowing and applying material as needed, guarding against re-freezing and responding to emergency service requests. About 90 maintenance vehicles are now on the streets, and crews will continue working overnight, gradually focusing more on residential streets.

Two types of parking bans are not in effect for Lincoln:

- A residential parking ban went into effect at 6 p.m. Parking is now banned on the even-numbered sides of all City streets that are not arterials or bus routes. Even if your side of the street appears to be cleared, do not park there until the ban is officially terminated because crews sometimes need to make more than one pass.

- A snow emergency parking ban also remains in effect. That means parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov.

A third type of parking ban will go into effect tomorrow night. A snow removal district parking ban will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Those include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).

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Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.
Two types of parking bans are now in effect for Lincoln:

CITY OF LINCOLN
PARKING BAN UPDATE

NO VOICE REPORT IS AVAILABLE AT THIS TIME.

For more information:
Public Works Snow Center -- 402-441-7644
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Tuesday, February 2, 2016
Time: 8:30 p.m.

By 8 p.m. tonight, City snow crews were nearly finished plowing bus and school routes, and plowing had begun in about 30 percent of residential districts. Material spreaders continue to patrol arterial streets, replo sing and applying material as needed, guarding against re-freezing and responding to emergency service requests. About 90 maintenance vehicles are now on the streets, and crews will continue working overnight, gradually focusing more on residential streets.

Two types of parking bans are now in effect for Lincoln:

- A **residential parking ban** went into effect at 6 p.m. Parking is now banned on the even-numbered sides of all City streets that are not arterials or bus routes. Even if your side of the street appears to be cleared, do not park there until the ban is officially terminated because crews sometimes need to make more than one pass.

- A **snow emergency parking ban** also remains in effect. That means parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov.

A third type of parking ban will go into effect tomorrow night. A **snow removal district parking ban** will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Those include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).
To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. To reduce citations and towed vehicles downtown, the service will be offered from 10 p.m. to 7 a.m. when the City is under a snow removal district parking ban. *(For the Thursday ban, the service begins at 10 p.m. Wednesday.)* Customers will be charged the posted rate for any time beyond those hours. Vehicles that remain in the garage past 10 a.m. will be charged for the entire time the vehicle was in the facility.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Wednesday, February 3, 2016
Time: 4:30 a.m.

City crews completed plowing arterials and bus and school routes overnight, but continue to patrol the main routes, material spreading and plowing as needed. Some of these routes have needed to be re-plowed due to drifting. The main focus now is on plowing all residential areas, and Public Works says the work is proceeding well. About 65 maintenance vehicles are now on the streets. Drivers are urged to use caution, especially on bridges and overpasses.

A residential parking ban is in effect. Parking is now banned on the even-numbered sides of all City streets that are not arterials or bus routes. Even if your side of the street appears to be cleared, do not park there until the ban is officially terminated because crews sometimes need to make more than one pass.

A snow emergency parking ban also remains in effect. That means parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov.

A snow removal district parking ban will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Maps of the districts can be found at lincoln.ne.gov (keyword snow). To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. Visit the City web site for details.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street
Lincoln, NE 68508
402-441-7831
cell 402-525-1520
dgonzolas@lincoln.ne.gov
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Citizen Information Center -- 402-441-7831

Date: Wednesday, February 3, 2016                  Time: 11:45 a.m.

Public Works officials report that residential street plowing on the even-numbered sides of the streets is proceeding ahead of schedule. As a result, the residential parking ban for the even-numbered sides of the streets will be lifted at 2 p.m.

The residential parking ban for the odd-numbered sides of the streets will go into effect at 6 p.m. this evening. At that time, parking will be banned on the odd-numbered sides of the streets on all streets that are not arterials or bus routes.

Between 2 and 6 p.m., residents are urged to move their vehicles from the odd- to the even-numbered sides of the streets if possible to help expedite residential cleanup this afternoon.

A snow emergency parking ban also remains in effect. That means parking is banned on both sides of the street on emergency snow routes, bus routes and other major arterial streets. A map showing these routes can be found on the City website at lincoln.ne.gov.

A snow removal district parking ban will be in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in the City’s eight snow removal districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Maps of the districts can be found at lincoln.ne.gov (keyword snow). To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. Visit the City web site for details.

StarTran reports a few buses are running up to 10 minutes behind, but most are on time. Police report 14 accidents in the City from midnight to 11 a.m.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street, Lincoln, NE  68508
City crews wrapped up plowing on the even-numbered sides of Lincoln’s residential streets this afternoon, and a residential parking ban for the odd-numbered sides of the streets went into effect at 6 p.m. Parking is now banned on the odd-numbered sides of all streets that are not arterials or bus routes. Even if that side of the streets appears to be cleared, do not park there until the ban is officially terminated because crews sometimes need to make more than one pass. Public Works reports that residential streets were about 90 percent cleared by 8 p.m. About 60 maintenance vehicles are currently deployed. In addition to plowing operations, material spreaders continue to patrol streets, applying material as needed.

Overnight, crews will focus on snow removal in the City’s eight snow removal districts. A snow removal district parking ban is in effect from 12:01 to 7 a.m. Thursday, Friday and Saturday – February 4th through 6th – in those districts. In these areas, snow is plowed into windrows, loaded into trucks and hauled out of the area overnight. To assist with snow removal, parking is prohibited on both sides of the streets in the districts. Maps of the districts can be found at lincoln.ne.gov (keyword snow). To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. from 10 p.m. tonight until 7 a.m. tomorrow morning. Visit the City web site for details.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street
Lincoln, NE  68508
402-441-7831
cell 402-525-1520
dgonzolas@lincoln.ne.gov
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Thursday, February 4, 2016
Time: 4:30 a.m.

City crews completed plowing residential streets early this morning, and crews focused overnight on snow removal in the City’s eight snow removal districts, where snow is plowed into windrows, loaded into trucks and hauled out of the area. A snow removal district parking ban remains in effect until 7 a.m. this morning, and it will be in effect two more nights – from 12:01 to 7 a.m. Friday and Saturday, February 5th and 6th, in the eight districts. Parking is prohibited on both sides of the streets in the snow removal districts, and maps of the districts can be found at lincoln.ne.gov (keyword snow). Public Works expects to be about 25 percent completed with the snow removal operations by 8 a.m.

About 120 City and contracted workers remain on the streets. Crews also continue to patrol all arterials and residential routes, cleaning up residual snow and applying material as needed. Drivers may see some slick spots due to re-freezing, and residential streets are icy in places, so drivers should be cautious.

As of 4 a.m., a residential parking ban remains in effect for the odd-numbered sides of all streets that are not arterials or bus routes.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street
Lincoln, NE 68508
402-441-7831
cell 402-525-1520
dgonzolas@lincoln.ne.gov
**ACTION BY PLANNING COMMISSION**

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, February 3, 2016, at 1:00 p.m., in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, February 3, 2016 from 11:00 a.m. through 1:00 p.m. to discuss the Airport Zoning Text Amendments and the LRTP/Comprehensive Plan Updates, in Studio Room 113 of the County-City Building, 555 S. 10th Street, Lincoln, Nebraska.

**PLEASE NOTE:** The Planning Commission action is final action on any item with a notation of “FINAL ACTION”. Any aggrieved person may appeal Final Action of the Planning Commission to the City Council or County Board by filing a Notice of Appeal with the City Clerk or County Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, February 3, 2016

[Commissioner Weber absent]

Approval of minutes of the regular meeting held January 6, 2016, as revised.  
**APPROVED: 8-0; (Weber absent)**

1. CONSENT AGENDA - None.

2. REQUESTS FOR DEFERRAL: None

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

SPECIAL PERMIT AND RELATED STREET AND ALLEY VACATION:

4.1a Special Permit No. 1219M, for authority to amend Special Permit No. 1219L to expand the Bryan Medical Center East Campus, for construction of a 93,286 square foot medical office building, parking, and green space, and a waiver to increase the building height of the district, on property generally located at South 50th and A Streets.

Staff recommendation: Conditional Approval  
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov

Planning Commission recommendation: CONDITIONAL APPROVAL;
8-0 (Weber absent), as set forth in the amended conditions as offered by the applicant. Public hearing before the City Council will be scheduled at such time that the associated Street and Alley Vacation No. 15006 is scheduled.

4.1b Street & Alley Vacation No. 15006, to vacate South 50th Street between A Street and Everett Street and to vacate Everett Street and Washington Street between South 50th Street and South 52nd Street, generally located at South 50th and A Streets.

Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Paul Barnes, 402-441-6372, pbarnes@lincoln.ne.gov
Planning Commission recommendation: A FINDING OF CONFORMANCE WITH THE COMPREHENSIVE PLAN: 8-0 (Weber absent). Public hearing before the City Council will be scheduled when the provisions of Chapter 14.20 of the Lincoln Municipal Code have been satisfied.

5. CONTINUED ADMINISTRATIVE ACTION

USE PERMIT:

5.1 Use Permit No. 64B, to allow a special permitted use for a non-residential healthcare facility, on property generally located at South 16th Street and Old Cheney Road. **FINAL ACTION**

Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set in the amended conditions of the staff report dated January 7, 2016, and the revised site plan offered by the applicant: 8-0 (Weber absent). Resolution No. PC-01481.

AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO

********

Adjournment

PENDING LIST: Special Permit No. 15064, to allow Avalon Event Paradise to be used for special events on property generally located at 12788 W. Roca Road. [01/06/15: Planning Commission voted 7-0 (Beecham and Lust absent) to place this item on Pending until such time that the applicant is ready to move forward.]
TO: Mayor Chris Beutler  
Lincoln City Council

FROM: Geri Rorabaugh, Planning

DATE: February 3, 2016


Please be advised that on February 3, 2016, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution No. PC-01481, approving USE PERMIT NO. 64B, per the amended site plan and conditions of approval as offered by the applicant, to allow a special permitted use for a non-residential healthcare facility, on property legally described as portions of Lot 5, Block 1, Lincoln Industrial Park South Addition and Outlot 'A,' Kensington Office Park 1st Addition, located in the SW 1/4 of Section 12-9-6, Lincoln, Lancaster County, Nebraska, generally located at South 16th Street and Old Cheney Road.

The Planning Commission action on this application is final, unless appealed to the City Council by filing a notice of appeal with the City Clerk within 14 days of the action by the Planning Commission.

The Planning Commission Resolution may be accessed on the internet at www.lincoln.ne.gov (Keyword = PATS). Use the “Search Selection” screen and search by application number (i.e. UP64B). The Resolution and Planning Department staff report are in the “Related Documents” under the application number.
Date:  February 1, 2016
To:  City Clerk
From:  Amy Hana Huffman, Planning Dept.
Re:  Administrative Approvals
cc:  Mayor Chris Beutler
     Planning Commission
     Geri Rorabaugh, Planning Dept.

This is a list of the administrative approvals by the Acting Planning Director from January 26, 2016 through February 1, 2016:

**Administrative Amendment No. 16002** to Special Permit No. 872H, Firethorn Community Unit Plan, approved by the Planning Director on January 27, 2016, requested by Olsson Associates, to adjust the rear setback for Lots 54-65 from 20' to 10' and to add a note regarding the setback to accessory buildings on outlots, generally located at South 84th Street and Van Dorn Street.
Rick:

I would add to Trent’s questions the following:

1. There was no attachment of Rick Peo’s opinion to any of my emails
2. Comments were made about future storm water bonds—how much and when are these anticipated?
3. Storm water inlets—
   a. Please identify the amount of the proposed $7.8 million is allocated to replacement
   b. Will these be replaced with iron/steel inlets and discontinue the frequently damaged concrete inlets?
   c. Will inlets be straightened to reduce the damage from snow plows?

Thank you,

Jon

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

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com

From: Trenton J. Fellers [mailto:TFellers@lincoln.ne.gov]
Sent: Tuesday, February 2, 2016 5:57 PM
To: Rick D. Hoppe
Cc: jane@brstores.com; roy@neb.rr.com; eskridgecb@aol.com; cyndilamm2004@yahoo.com; Leirion Gaylor Baird
Subject: Re: Stormwater Bond Memo- PLEASE REVIEW

Rick-

A few questions:
Are all these projects in the CIP?

What are the cost estimates for each project?
How long has this storm water bond been planned?

Trent Fellers

On Feb 2, 2016, at 5:51 PM, Rick D. Hoppe <RHoppe@lincoln.ne.gov> wrote:

Council

Councilman Eskridge requested information on the potential stormwater bond ballot vote that would include EAB funding. He requested that I include all of you in the response.

Please call if you have questions.

Rick Hoppe
Chief of Staff
Mayor Chris Beutler
rhoppe@lincoln.ne.gov
Off: 402-441-7511
Cell: 402-430-2505
From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Wednesday, February 03, 2016 4:15 PM
To: Rick D. Hoppe
Cc: Ben J. Higgins; eskridgecb@aol.com; Leirion Gaylor Baird; trent.fellers@gmail.com; cyndilamm2004@yahoo.com; jane@brstores.com; roy@neb.rr.com; Jon Camp; Mary M. Meyer
Subject: Storm Inlet questions

Rick:
Can you identify the cost to replace a drain inlets and what that exactly means?

For example, does the replacement merely replace concrete with concrete?

Or is their improvement to straighten the alignment?

Is iron/steel used for the replacement?

It appears there are several different estimates for this portion of the Stormwater Bond—please have Ben identify those that will address the damaged and failing storm inlets.

Thanks,
Jon

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

Office:       402.474.1838/402.474.1812
Fax:            402.474.1838; Cell: 402.560.1001; Email: joncamp@lincolnhaymarket.com

From: Rick D. Hoppe [mailto:RHoppe@lincoln.ne.gov]
Sent: Wednesday, February 3, 2016 3:55 PM
To: Jon Camp; eskridgecb@aol.com; Leirion Gaylor Baird; roy@neb.rr.com; trent.fellers@gmail.com; cyndilamm2004@yahoo.com; jane@brstores.com
Cc: Ben J. Higgins
Subject: Bond Detail

Council
Per Trent’s request, attached are the estimates for specific bond projects. I have CC’d Ben Higgins in case you have additional questions.

Rick Hoppe
Chief of Staff
Mayor Chris Beutler
rhoppe@lincoln.ne.gov
Off: 402-441-7511
Cell: 402-430-2505
Below are the responses from Ben Higgins to your questions:

Jon

Comments were made about future storm water bonds—how much and when are these anticipated?

- In the upcoming CIP the following stormwater bonds are currently planned to be shown, but these are typically moved between years based on the preferences of the Administration and the City Council:
  - $6.8M for Spring 2018
  - $7.3M for Fall 2020
  Neither of these amounts include bond administrative costs (typically around $200 to $300K) EAB (Emerald Ash Borer) costs may be added later depending upon discussion currently taking place with the 2016 storm drainage bond issue

Storm water inlets— Please identify the amount of the proposed $7.8 million is allocated to replacement

- $100,000 is currently set aside under the category Urban Storm Drain Projects
- An indeterminate amount (probably another $100,000) can be used out of the Street Drainage Projects category

Will these be replaced with iron/steel inlets and discontinue the frequently damaged concrete inlets? Will inlets be straightened to reduce the damage from snow plows?

- Those replaced on arterials and commercial areas will be replaced with armored inlet tops. Canted inlets will not be straightened as this would mean taking out and replacing the entire inlet infrastructure instead of just the top and some of the curb. This would be a significant increase in cost.

Can you identify the cost to replace a drain inlets and what that exactly means?

- Typical costs to replace drain inlets is estimated around $1,000 each and is replacing the top as well as miscellaneous repairs (e.g. replacing nearby curbing), with the new inlet top being armored. The most current project for replacing 39 downtown inlet tops with armored inlet tops was more expensive due to being downtown and the amount of other infrastructure, landscaping and traffic.

For example, does the replacement merely replace concrete with concrete?

- As noted above replacement of inlets in arterial or commercial areas (i.e. downtown) is with armored inlet tops (note: the new P Street inlets are armored). Replacement of inlets in residential areas will generally be replaced with regular concrete inlet tops at this time unless an onsite determination is made that due to its location it should be replaced with an armored inlet top.

Or is their improvement to straighten the alignment?

- There is no plan to straighten the alignment on replacements as this would increase the cost dramatically. However we’re looking at updating the Drainage Criteria Manual in the next few years and the use of canted inlets is one of the items that staff plans to look at.
Is iron/steel used for the replacement?
- Both iron and steel are used in the replacement of concrete inlets with armored inlets. Armored inlets have a steel C channel front that is welded into rebar embedded in the concrete while the inlet top is being formed.

From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Wednesday, February 03, 2016 4:15 PM
To: Rick D. Hoppe
Cc: Ben J. Higgins; eskridgecb@aol.com; Leirion Gaylor Baird; trent.fellers@gmail.com; cyndilamm2004@yahoo.com; jane@brstores.com; roy@neb.rr.com; Jon Camp; Mary M. Meyer
Subject: Storm Inlet questions

Rick:

Can you identify the cost to replace a drain inlets and what that exactly means?

For example, does the replacement merely replace concrete with concrete?

Or is their improvement to straighten the alignment?

Is iron/steel used for the replacement?

It appears there are several different estimates for this portion of the Stormwater Bond—please have Ben identify those that will address the damaged and failing storm inlets.

Thanks,

Jon

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

Office:  402.474.1838/402.474.1812
Fax:  402.474.1838
Cell:  402.560.1001

Email:  joncamp@lincolnhaymarket.com
Dear Mr. Camp

As the city council prepares to fund projects, I would like to have it consider replacing or repairing the walking paths in Trendwood Park. These paths are used daily by students, parents, seniors, joggers and anyone wanting to enjoy a Lincoln park. I have seen persons fall and trip over the broken and uneven paths. We need to update all our parks not just those in specialized areas.

The paths near the “swamp” or “wetland” area are wonderful. Please help us get these extended to the entire park. Thank you. Tracy Soukup
Subject: FW: Trendwood Park walking paths

From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Wednesday, February 03, 2016 11:51 AM
To: Lynn Johnson
Cc: tmsoukup@neb.rr.com; M. Meyer
Subject: Trendwood Park walking paths

Lynn:

Please see Tracy Soukup’s email below. Would you please respond on possible remedies and timetables?

Jon

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

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001

Email: joncamp@lincolnhaymarket.com

From: tracy soukup [mailto:tmsoukup@neb.rr.com]
Sent: Tuesday, February 02, 2016 11:43 AM
To: Jon Camp
Subject: Trendwood park

Dear Mr. Camp,

As the city council prepares to fund projects, I would like to have it consider replacing or repairing the walking paths in Trendwood Park. These paths are used daily by students, parents, seniors, joggers and anyone wanting to enjoy a Lincoln park. I have seen persons fall and trip over the broken and uneven paths. We need to update all our parks not just those in specialized areas. The paths near the “swamp” or “wetland” area are wonderful. Please help us get these extended to the entire park. Thank you. Tracy Soukup
InterLinc: City Council Feedback for
Jon Camp

Name: Sandra V. Anderson
Address: 8001 Trendwood Drive
City: Lincoln, NE 68506
Phone: 402-489-3948
Fax: same
Email: svagrammie@gmail.com

Comment or Question:
Dear Mr. Camp, I am writing to you because I have long admired some of the comments you have made during your terms on the City Council, and it appears to me that you will, at the very least, listen to me. I have written to the newspaper with my concerns about pot holes, and they have twice published my comments, but it seems that nothing ever changes, and I’m sure that I’m one of hundreds, or perhaps thousands, of people with similar concerns.

Today, I’m writing in regard to the way our money is spent in our City. The announcement that coordination of our traffic signals to make our infrastructure move more efficiently through town, is long overdue and welcome news indeed! But I have also learned that there might be plans for a new series of round-abouts south of town as Yankee Hill Road is paved and widened.

First of all, I think that round-abouts are a complete waste of our money. What can a round-about do that a 4-way stop or a traffic signal can’t do? They may look beautifully progressive in the eyes of the road architects but, in my opinion, as a driver, they are just an annoyance as well as being dangerous. But beyond that, they surely are a far more costly way of controlling traffic at an intersection. I feel the same way about the raised islands on some of our main thoroughfares, and I know that you have concerns about this as well, but that is another subject for another time.

When I drive around in the city in which I’ve lived all my life, the pot holes are completely out of control. So many of our streets, residential and main streets, need major repair. It seems to me that money that appears to be available for round-abouts could be put to much better use if we were to spend it on street repairs.

Furthermore, I’m not sure where the proposal for the 20 million dollar elevated round-about at 14th & Old Cheney stands. I have high hopes that this is no longer under consideration. This is a completely ridiculous thought to spend that kind of money for one single intersection. 20 million dollars spent on street repairs, could make a significant impact!

Are we just allowing one traffic engineer to make all of these decisions regarding our streets or does the City Council have some control? Please, please, let’s watch how we spend our dollars! Please, please, let’s take care of our street repairs before we have thoughts of spending money on some grandiose ideas for round-abouts!

Sincerely,
Sandra V. Anderson
Subject: Email on roundabouts and pot holes
Attachments: 2015-03-01--Recommendations for Infrastructure Design, Construction and Maintenance.docx

From: Jon Camp [mailto:joncamp@lincolnhaymarket.com]
Sent: Wednesday, February 03, 2016 10:52 AM
To: svagrammie@gmail.com

Subject: Email on roundabouts and pot holes

Sandra:
Thank you for your email and timely comments.

I share your concerns on street design and maintenance. The priorities need to be evaluated openly and objectively.

You will recall that last year the City spent $1 million for 4 “pot hole-filler” trucks. Yet the pot holes remain.

I have had years of concerns about “snow plow targets”, namely sewer inlets. There is a proposal for a new sewer bond for $7.8 million, which includes “city wide inlet” repairs or replacement. I am inquiring about how much is proposed to be allocated.

The bottom line is that we do need better prioritization of our precious City funds. Maintenance is critical. . .and the initial “design” can greatly affect the degree of maintenance. Just like the concrete “slanted” sewer inlets attracting destruction by snow plows, so does the design of new infrastructure (consider the slanted curbs, nodes and other new P Street construction and bike lanes, which will also attract snow plows and also require greater future maintenance. I have long said Lincoln cannot afford to have designs that are more appropriate for Scottsdale, Arizona, and Sarasota, Florida.

Finally, I am attaching a memorandum I prepared a year ago on design, construction and maintenance of our infrastructure.

Thank you again for addressing these matters. As the Mayor and City Council engage in discussions for the 2016-2018 biennial budget, I will raised these concerns and priorities.

Best regards,

Jon

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

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838; Cell: 402.560.1001
Email: joncamp@lincolnhaymarket.com
RECOMMENDATIONS FOR FUTURE INFRASTRUCTURE

March 1, 2015

COUNCIL MEMBER JON CAMP

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

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

3. Maintenance
   a. Caulk joints periodically as needed
   b. Reconsider use of brine application
      i. Consider effect on increased moisture content in concrete which accelerates the damage during freeze-thaw cycles
   c. Snow plow techniques—maybe rubber edged plow blades are worth the extra cost when the cost of replacement of damaged curbs, inlets, etc. are considered
   d. Use Parks and Rec trucks for tighter snow removal, such as downtown nodes—huge construction trucks just cannot maneuver as easily without damaging curbs, etc.
   e. Medians—paint curbs yellow for better visibility
I am thrilled with what I read from you!!! Thanks so much! My husband and I are in 100% agreement with your document as well. Stay committed with your good work! We stand behind you!

Sent from my iPhone
Dave:

I will share your email with my Council colleagues and the Mayor.

Jon

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

Office:       402.474.1838/402.474.1812  
Fax:            402.474.1838  
Cell:            402.560.1001  
Email:    joncamp@lincolnhaymarket.com

Time to beat up on the Mayor ?

It was only this afternoon, long after the end of the storm, that the neighborhood streets got plowed (Van Dorn and 74th). Too bad nobody on the City Council or in the Mayor’s office lives in our neighborhood !

One can’t get to work if one can’t get out of the subdivision. Regardless of the main streets.

Omaha is always better at snow removal (we have relatives there).

Our dead end block of Otoe St never gets plowed. We all pay 100% taxes but do not get proper city service, either re snow removal or cleanup of the dead end. Not right.

Cheers, Dave Forsythe
Mary M. Meyer

From: Christy Aggens <caggens@gmail.com>
Sent: Thursday, February 04, 2016 10:07 AM
To: Jon Camp
Subject: Star Tran Proposal

Dear Jon Camp,

I am writing to express my concern over the outcome of the Star Tran Transit Development Plan (TDP).

I live near 19th and Harwood in the Near South Neighborhood and I work at UNL. I commute on the bus M-F.

The proposed TDP will reduce the frequency and duration of bus service in my area, and it will essentially eliminate service to UNL. I find this outcome difficult to comprehend given the findings presented in the TDP Draft Final Report, and my own experience commuting to work on the bus M-F.

The TDP Draft Final Report shows the following:

- Lincoln’s employment density is largely concentrated around Downtown/UNL. (pages 4-10 through 4-13)
- The distribution of home locations among Downtown/UNL workers is densest within the area immediately south of Downtown and north of Highway 2 (figure 33, page 4-15), and The area between downtown and South Street, 17th to 13th is relatively dense with UNL students living off-campus compared to other neighborhoods in Lincoln. (figure 29, page 4-7)
- Current ridership is high in the area between downtown and South Street along 17th, 16th, and 13th streets. (page 4-10).
- The density of zero vehicle households is high in the area between downtown and South Street, and 12th to 17th street. (figure 25, page 4-4)
- The above items result in a high propensity for ridership. (see the Transit Propensity Index on page 4-10).

Rather than supporting its own findings, the TDP preferred plan removes resources from large portions of the aforementioned area making the proposed service even more anemic then is already is. Note that of the 8 routes covered by increased service in the proposed plan, only 2 go south of O street. Every UNL student, faculty, and staff member that rides the bus from south of O street will need to either transfer, wait on the bus for 15 minutes before it continues on to the north side of Lincoln, or walk to UNL from 11th and N.

I have heard that parking garage revenue is one of the considerations that went into developing the TDP. In this age of global warming, when there are people looking for ways to reduce their carbon footprint, I certainly hope that these rumors are not true.

I live in an area that, according to the TDP, shows a high propensity for ridership. The proposed changes will add 12-24 blocks of walking for me each day. The variation will depend on what time the bus arrives at 17th and South. It will only arrive once per hour, which is a reduction. Given that it is dark when I leave work in the winter and the sidewalks in my area are treacherous, the additional walking will be unsafe several months out of the year. I cannot afford to drive and park, nor do I want to.

I have suggested an improve to the director of StarTran and he passed it on the consultant. I have no idea
whether it will be incorporated into the plan. My suggestion is to reroute the Star Shuttle so it makes a loop containing 16th, South Street, 13th Street, and Downtown/UNL/13th and Q. This southern extension would reverse the net loss of service to the southern edge of Near South, and connect the area, which is rich with UNL faculty, staff and students, directly to UNL without a transfer. Ridership would go up at no additional cost... since the Star Shuttle is already running.

Please do not approve the TDP without applying improvements more equitably and responsibly.

Thank you for your consideration.

Christy Aggens
Thank you for supporting one of the most progressive cities in the world.

Now could you help to improve the construction specifications for longevity of streets in Lincoln. Perhaps the work standards used by contractors is part of the blame. In completed compacting of disturbed areas of the excavations seems to be a common problem, especially in intersection construction.

Wilbur Dasenbrock
1449 Meadow Dale Drive  68505
402 466-2465
InterLinc: City Council Feedback for General Council

Name:  Jay Edmiston
Address:  528 Trail Ridge Road
City:  Lincoln, NE 68505
Phone:  402-484-5622
Fax: 
Email:  jdjedm@windstream.net

Comment or Question:
Council Members- StarTran has been in the news lately due to proposed operational changes. Most of the changes seem to make sense but I do have a concern with the proposal to stop picking up riders in residential areas as an efficiency measure. Seems like when you start making it more difficult for people to get on a bus, we have lost sight of the mission which is to provide a public transportation service and increase ridership. My disabled son does not drive, and relies heavily on StarTran to get to his Doctors and other appointments. Hope you will take this into consideration before making a decision.
Thanks for listening- Jay Edmiston
From: Brenda Bolejack <bbolejack@neb.rr.com>
Sent: Monday, February 01, 2016 4:38 PM
To: 'mmmeyer@lincoln.ne.gov'; 'tmeier@lincoln.ne.gov'; 'jkirkpatrick@lincoln.ne.gov'
Subject: PLEASE FORWARD THIS EMAIL TO ALL CITY COUNCIL MEMBERS - Follow-Up to My Email Below

This is a follow-up to my email below regarding the LES meter switch outs.

After I sent this email below, I received a call from Roger Van Laningham, Manager of the Meter Services of LES, on Friday, January 15. Somehow, Roger must have gotten a copy of this email because I did not send it to him. Roger wanted to come out to my house that same day (January 15) to talk about the problems we had encountered. Roger did come out to our house and spent about 45 minutes visiting with me and I went over with him everything that is in this email below. Roger stated that he could not make any promises to me as that would probably just make me more frustrated but that he would see what could be done. Roger called back on Wednesday, January 20, to let me know that he did not have any answers for me yet as LES was running some tests. I told Roger, I did not want my electricity shut off again from the outside due to the issues that occurred the last time LES did this (we had just gotten our garage door opener repaired on January 18). Roger said that they would not be turning off the electricity without checking with him and me first but he did not see that they would have to turn off the electricity. Evidently, the tests LES ran were run on my neighbor’s meter (he is an employee of LES) and they also ran some tests on the transformer that is in the back between our house and our neighbor’s house. I am not sure how running tests on our neighbor’s meter has anything to do with our meter. Roger called me again on Friday, January 22, to tell me that they could not find anything wrong and that they would not be able to take care of the repairs to our garage door opener. I told Roger how I felt – that being that when a garage door opener, appliance, DRV, computer, whatever it may be is working just prior to LES turning the electricity back on, LES and/or UPA should take the responsibility for this and it should NOT fall on the homeowner. Roger agreed that the ideal situation is that the electricity should be turned off in the house prior to it being shut off outside, however, that is not the way LES is handling it due to the fact that so many people are not home during the day. While I totally understand why LES is doing it this way, I also believe, LES/and or UPA needs to be responsible then for the items not working. After Roger told me that they would not be able to take care of the repair to my garage door opener, I told him I was going back to the City Council and would be writing a letter to Public Mind (for the Lincoln newspaper). I received a call back from Roger about 10 minutes later, stating he “had a change of heart” and that they would take care of this issue. I believe that writing a letter to Public Mind would have opened up a “big can of worms” for LES. People that had problems when LES shut off the meter probably would not have made the correlation that the issue may have been related to their electricity being turned off until a letter appeared in the paper. While Roger told me that he thought taking care of this was the “right thing to do”, I truly hope that is the reason that he had a change of heart because it was the right thing to do but only Roger and LES know that. I did receive a check in the mail today from LES for the cost of the repair of the garage door opener and also for the mileage I incurred when I had to go to Time Warner Cable to switch out the DVR that also went out when LES shut off the electricity. I wanted to send this email to let you know that the matter is now closed and to thank my City Council representative (Cyndi Lamm) for her advice in how I should start with trying to get this issue resolved.
Thanks very much.

From: Brenda Bolejack [mailto:bbolejack@neb.rr.com]
Sent: Wednesday, January 13, 2016 12:32 PM
To: 'mmeyer@lincoln.ne.gov'; 'tmeier@lincoln.ne.gov'; 'jkirkpatrick@lincoln.ne.gov'
Subject: LES Meter Switch Outs - PLEASE FORWARD THIS EMAIL ON TO ALL LINCOLN CITY COUNCIL MEMBERS

I have visited with my City Council Representative, Cyndi Lamm, and she has requested that I send an email to the city council members, the city clerk and the city attorney regarding the issue we have had with the LES meter switch outs. Please forward this email to all of the Lincoln City Council members.

As you are probably aware, LES is switching out all of the meters at homes across the entire city of Lincoln. On Wednesday, January 6, 2016, the contractor that LES has hired to do this (UPA, Utility Partners of America) was out to our home (6520 Foxglove Lane, Lincoln, NE 68504) at approximately 9:30 am to switch out the meter. I was home at the time that they were out and they also left a note on the door telling us that they installed a new meter. They sent out a postcard a couple of months prior to this telling us that they would be doing this and that you do not need to be home when they come – they just have to have access to your meter. They shut the electricity off on the outside of our house, switched out the meter and then turned the electricity back on, on the outside of our house. Immediately after this was done, I noticed that one of our DVR boxes that are owned by Time Warner Cable that we pay for monthly was not rebooting up the way it should. I called Time Warner Cable, explained about the electricity being turned off and they informed me that the hard drive was probably out on this box due to the electricity being turned off and I would need to bring it in for a replacement box. At 12:00 noon on this same day, I attempted to go to Time Warner Cable and replace this box; however, my garage door opener would not work. My husband left for work at 7:00 am this same day and the garage door opener worked just fine at that time. I knew at this time that the reason the garage door opener was not working had something to do with the power being turned off on the outside of the house since it was working fine prior to the meter being switched out. The garage door opener is only a couple of years old. I called UPA and they had one of their representatives by the name of Luke come out on Thursday, January 7, to take pictures and get the paperwork going in order to file a claim with their insurance company. I called out Overhead Door to look at the garage door opener and they came out on Friday, January 8, and informed me that they think the circuit board was blown out. They did not have this particular part so it had to be ordered – also another inconvenience. The approximate cost to replace this with the labor is $160.00 ($90.00 for the part and $70.00 for the labor). The part is still on order and the garage door opener has not been fixed yet. Luke from UPA informed me that the insurance company would be contacting me in the next day or so. As of Monday, January 11, UPA’s insurance company still had not contacted me so I made another phone call to UPA and visited with a very nice gal that I had talked to when this issue first came up. I explained to her that I had not heard anything from their insurance company. She informed me that she would either call me back herself or have someone call me. I received a phone call on Monday, January 11, at approximately 4:00 pm from someone at UPA and this person told me the insurance company has denied my claim (keep in mind the insurance company did not even know the cost of repairing this opener yet because we do not even know the exact cost). The gal from UPA told me they considered it like a lightening strike. I totally disagree. If it was a lightening strike, I realize that would be an act of God and know that there would be nothing that could have been done about it. I don’t have the girl’s name that told me this; however, I do have her email address which is chudiburgh@utilitypartners.com. My husband talked with two different people
who are Master Electricians in the city of Lincoln. They both have said that you never turn off the electricity on the outside of the house before you turn it off on the inside of the house first because when you turn it back on, on the outside of the house, there is so much current running through it that something such as what happened to us with our DVR and garage door opener can happen. My husband also had our electricity off on the inside of our house for a water leak that we had that went into one of our smoke alarms back in October, 2015. When he turned the electricity back on in the inside of the house, everything worked just fine INCLUDING THE GARAGE DOOR OPENER.

After I received the information from Utility Partners that their insurance company denied our claim, I called up to LES on Monday, January 11, at about 4:15 pm and told the receptionist who answered that I wanted to talk to whoever was in charge of hiring this contractor (UPA) to come out and switch out the meters. She told me that would be either Russ or Roger. Naturally, neither one of them was available. While I was on the phone with the receptionist, she typed out an email to both of them (Russ and Roger) asking them to contact me. She took my name, address and phone number. As of now, I am still waiting to hear back from Russ or Roger. I find this totally unacceptable. LES is a public utility, not a privately owned company and the citizens of Lincoln are over a barrel because we have no where else to turn for electricity.

Not only did I have the inconvenience of driving across town to get our DVR box switched out (time, gas money and I also lost what had been recorded on the DVR), I also have the inconvenience of not having a garage door opener that works when it is the coldest time of the year and also the expense of having to have this fixed due to the negligence of UPA/LES and our great leaders at LES, Russ and Roger cannot even return a phone call.

I would like reimbursement for the cost of fixing the garage door opener and also want the City Council to know what is happening with LES/UPA and this meter switch out, including the fact that our leaders at LES cannot even return a phone call!!!!

If you need more information from me regarding this issue, the following is my contact information:

Brenda Bolejack
6520 Foxglove Lane
Lincoln, NE  68504
402-476-4990 – Home
402-890-6913 – Cell
bbelejack@neb.rr.com – email

I hope to hear back from someone soon regarding this issue.

Thank you.
Honorable and distinguished members of the Lincoln City Council,

I'm Luke Peterson. I've been a resident of Lincoln since 2007 and with the exception of 2014, I haven't used a car since my time that I have graced this city. Reason why is I don't own a car but for one year I was lucky enough to have access to one from my then-boyfriend. However I've always ensured that my Nebraska driver's license and voter registration is current and I plan to verbalize my opinion over StarTran at your last public hearing next Monday. I had thought it was today when I saw it on your agenda but it's always a great time to hear about the business of Lincoln, particularly the Antelope Square Redevelopment project. My hope is that Neighborworks is successful in their endeavor, that's not why I'm emailing you though.

I have done my cursory research of the proposed route changes in conformance to the goals of operational efficiency and I believe, as a StarTran user for many years, it's a worthwhile venture. StarTran can be summed up as “mediocre” at worst but also “convenient” at best. Many Lincolnites rely on StarTran as their sole means of transportation and it would be a disservice to create undue barriers for them to utilize or have access to StarTran. I'm blessed enough to be able-bodied where I can walk, bike or take a hike, if need be. Not every StarTran user is and so there is a legitimate concern where I hear other users state their mobility concerns. I think it wouldn't be unreasonable to expect the City of Lincoln and it's leaders to instill public confidence that StarTran services will improve under the new proposal because I believe it's a positive first step towards the goal of living in an ideal transit service worthy of Lincoln. I can assure you, the status quo is not what I would consider at least adequate. For starters, a StarTran user can't go all the way out to the edge of town without a good distance to walk just to get to the city limit. Secondly, and this has always bothered me, midday service for when there is one bus operating per route which entails a low interval of service-why?! Maybe I value my time a bit too much but waiting upwards to 45 minutes to an hour (or longer-depending the route), is not my idea of being productive on a daily basis. The new routes and service time achieves my two personal concerns with increase coverage of distance and operations. That's a positive step in the right direction given with what funds Lincoln has to expend. You can count me in the crowd where I would like more funding available but I think that would only be feasible if it were put on to the ballot for voters to decide. So I'm more interested with what can we do now that's in line current spending levels because any difference may procure a better public benefit than with what is available now. Who knows? Maybe one day my crazy thought of an actual rail line between Lincoln and Omaha that provides rapid transit service to both cities' individual transit service couldn't be that far fetched if the political will existed? That would be my personal ideal world but this conversation is grounded in reality and StarTran could benefit with an operational systems restructure, in my humble opinion, that expands both service and coverage.

Thank you for your time, patience, and consideration
Luke Peterson
2520 R St., Apt 1
Lincoln, NE 68503
402.904.9461; Luke.in.lincoln@gmail.com
Good morning, Lincoln City Council:

You have an important decision to make at your meeting next Monday with respect to StarTran.

In case you did not have a chance to read the letter I wrote to the Lincoln Journal Star on January 15, 2016, I wanted to make sure you had a chance to read and reflect upon my concerns.

I do not know how to embed the published letter within this E-mail and as an attachment it is hard to read. Thus, I am going to write it verbatim from the newspaper. For whatever reason the editor chose to delete the fact that 49% of our students in Lincoln Public Schools are on free and reduced lunch. Superintendent Joel has spoken of this on numerous occasions. I do not have the means to confirm the following with data collection, but I am thinking a fair number of the parents probably fall into the category of needing bus service or at the very least cannot get off work to make after school/evening activities work for their students. This is unlike at Morley, Lux, and East which are my neighborhood schools.

Thank you for reading my letter and taking my concerns into consideration.

Diane R. Bartels
402-429-3342

"Bus service must serve students"

I am a retired Lincoln Public Schools teacher having taught in the system at the elementary, middle and high school levels for 27 years. My children attended LPS. I now have three grandchildren in the Lincoln schools. I have a continuing interest in the future of Lincoln's students, not only professionally but also as a resident of Lincoln since 1960. I am concerned about the continuing under-funding of StarTran service and the impact it has had and will continue to have on some of our students if the Preferred Alternative is accepted by the City Council without changes ("Bus riders divided on plan to alter routes," Dec. 18)

There are students in our city who are unable to participate in extra-curricular activities after school because they have no means of transportation to get home if they don't catch the bus at the close of the academic day. I believe they should have the opportunity to participate and contribute to their respective schools and, more importantly, to feel they are part of that learning community which extends beyond the classroom. I know that all learning and a feeling of belonging does not take place only in the classroom.

The lack of later evening bus service also impacts transit-dependent parents who have difficulty scheduling parent-teacher conferences and attending evening school events. The scope of the impact of late evening service may be appreciated when one considers the percentage of LPS students who are on free and reduced lunch.

I do hope that Lincoln citizens will see this as a need to be addressed and will join me in supporting later bus service for our students.

Diane R. Bartels, Lincoln
Wednesday, February 3, 2016

To The Lincoln City Council,

It has recently come to our attention that the Star Tran Transit Development Plan (TDP) will result in service reductions for a significant portion of the Near South Neighborhood. Should the plan be approved as is, a large proportion of our neighborhood will experience reduced bus frequency with no service span increase, resulting in a net decrease in service.

The maps included in the TDP Draft Final Report show that the Near South Neighborhood has one of the highest propensities for ridership in the City of Lincoln. The TDP also finds that our neighborhood has one of the highest rates of home locations for downtown and UNL employees, and the TDP show that Near South has a high concentration of UNL students living off campus. Despite these findings, the TDP appears to result in a net reduction in service for the majority of our neighborhood and the elimination of service to UNL without a transfer. While we have been unable to determine when the study was done, if it was completed in the summer months it would have been done when many of our student residents were not using the services as often.

The Near South Neighborhood Association (NSNA) has added the TDP to our February 8th meeting agenda so that more Near South residents and the Near South Neighborhood Association Board of Directors can discuss the pros and cons of the preferred plan changes. We understand the TDP was to have a final vote by the City Council on February 8. We respectfully request that the Lincoln City Council postpone any final voting in order to provide The Near South Neighborhood Association with more time to evaluate the preferred TDP. Near South residents have reported to us that they were not able to attend the public engagement meetings because they were scheduled in such a way that people who commute downtown for their 8-5 job could not attend. Our February 8th meeting will provide another opportunity for those affected by the changes to become more engaged in the process.

Please let us know if our request can be accommodated.

Respectfully,

James Friedman, President

The Near South Neighborhood Association
I. CITY CLERK

II. MAYOR & DIRECTORS’ CORRESPONDENCE

MAYOR
1. NEWS ADVISORY. Mayor Beutler’s public schedule for the week of February 6, 2016 through February 12, 2016.
2. NEWS RELEASE. Mayor to present December Award of Excellence to a team of Police Officers.
3. NEWS RELEASE. Applicants sought for Library Board Liaison position.

III. DIRECTORS

CITIZEN INFORMATION CENTER
1. City of Lincoln Parking Ban Update, Thursday, February 4, 2016, 3:30 p.m.
2. City of Lincoln Parking Ban Update, Friday, February 5, 2016.

PARKS AND RECREATION
1. Memo from Parks & Recreation announcing meeting and listing attachments.
   a) Meeting agenda for Parks & Recreation Advisory Board on January 11, 2016, 4:00 p.m.

IV. COUNCIL MEMBERS

JON CAMP
1. Ann Wahl writing in regards to the movie theater protection policy.
   a) Reply from Councilman Camp thanking Ms. Wahl for addressing several key needs.
2. Jessica Herrmann in support of having a charter amendment on the ballot for council oversight of service contracts.
3. Larry Williams, Clyde Malone Community Center Director, giving three suggestions on the StarTran bus service.
   a) Councilman Camp stating thanks for describing statistics he had not heard.
4. Nancy Carr encouraging Council to support Councilman Camp’s amendment to the City Charter as a ballot entry in the spring election.
   a) Article in the Journal Star on Councilman Camp’s suggestion of a change to the Charter.
5. Sue Gilleland asking that the new bus changes be reviewed for ridership and times.

CYNDI LAMM
1. Councilwoman Lamm outlining the amendment(s) she will put forward on the StarTran TDP.

V. CORRESPONDENCE FROM CITIZENS
1. Joselyn Luedtke opposing the transit development plan proposed by StarTran, giving reasons.
   a) Mike Davis, StarTran Transit Manager, replying to Ms. Luedtke with answers to some questions.
2. Glenda Dietrich Moore expressing her concern about the proposed new schedule/route for StarTran.
   a) Councilman Carl Eskridge thanking Ms. Moore for raising questions and expressing the Council wants to meet the public’s ridership on StarTran.
3. Cindy Elder indicating she requests Council to approve the proposed StarTran plan for efficiencies and better service.
4. Christy Aggens illustrating the StarTran changes can be difficult unless you ride the bus, attaching an overlay showing increases and decreases.
5. Charlie Schroeder having an attachment showing what the cost would be through property tax increase to fund the service expansion phases for StarTran.
   a) Spreadsheet outlining cost of property tax increase for StarTran improvements.
7. Jackie McCullough asking Council to consider Councilman Camps proposed resolution for a charter amendment carefully. Vote for an established process of Charter review.
8. Diane Walkowiak agreeing with suggestion that the City Council delay its vote until the charter amendment has been reviewed by the commission.
Mayor Beutler’s Public Schedule
Week of February 6 through 12, 2016
Schedule subject to change

Monday, February 8
• Proclamation signing for Problem Gambling Awareness Month and Engineers Week - 1:30 p.m., Mayor’s Conference Room, County-City Building, 555 S. 10th St.
• Mayor’s Award of Excellence presentation, remarks - 3 p.m., Council Chambers, County-City Building, 555 S. 10th St.

Tuesday, February 9
• City-County Common meeting - 11 a.m., Bill Luxford Studio, County City Building
• Mayor’s Multicultural Advisory Committee Meeting - 4 p.m., Mayor’s Conference Room

Wednesday, February 10
• Prosper Lincoln Summit, remarks - 7:30 a.m., Pinnacle Bank Arena, 400 Pinnacle Arena Dr.
• Face the Chamber, remarks - noon, Country Club of Lincoln, 3200 S. 24th St.

Thursday, February 11
• News conference, topic to be announced - 10 a.m., room 303, County-City Building
• Opening night of “Civil War Voices” musical (City Abraham Lincoln Birthday Celebration event), remarks - 7:30 p.m., Haymarket Theatre, 803 “Q” St.

Friday, February 12
• Grand Opening of Hub Café, remarks - 11:30 a.m., Jayne Snyder Trails Center, 250 N. 21st St.
FOR IMMEDIATE RELEASE:  February 8, 2016
FOR MORE INFORMATION:  Diane Gonzolas, Citizen Information Center, 402-441-7831

MAYOR TO PRESENT DECEMBER AWARD OF EXCELLENCE

Mayor Chris Beutler today will present the Mayor’s Award of Excellence for December to a team of Police Officers from Lincoln Police Department’s (LPD) Technical Investigations Unit (TIU).  The award will be presented at the beginning of today’s City Council meeting at 3 p.m. in the City Council Chambers, County-City Building, 555 S. 10th St.  The monthly award recognizes City employees who consistently provide exemplary service and work that demonstrates personal commitment to the City.

The TIU team – T.J. Carmichael, Donald Fosler, Krissa Knopik, Cynthia Koenig-Warnke, Timothy Mika and David Wiggins – was nominated in the category of productivity by Sergeant Sandra Myers of the TIU for a case involving skimming devices and pin-hole cameras on ATMs.

Last May, two local banks discovered skimming devices that had been attached to outdoor ATMs. Officers from the TIU worked with the banks and other police agencies that had also experienced similar devices on ATMs. Suspects were a traveling group of thieves, and the officers gathered intelligence and developed a plan on how to capture individuals from this group or others if they returned to Lincoln.

In September 2015, a local bank discovered three skimming devices with pin-hole cameras on their ATMs. The skimming devices were similar to those discovered in May. The investigators reviewed the bank’s video to identify suspects or their vehicles, and a surveillance detail was set up. The suspects were known to return in the evening to retrieve the skimmers and pin-hole cameras. This surveillance paid off, and five suspects were arrested. Two vehicles associated with the group were also impounded. Officers also seized materials that indicated the group was making or cloning credit cards.

The investigation did not stop there. The next day, the entire team pitched in to serve search warrants on the vehicles, cell phones and a GPS device in one of the rental cars. The suspects were all Romanians who did not speak English. They were in the country illegally and had documents that appeared to be fabricated and forged.

Police agencies from around the country contacted LPD after learning that the suspects were under arrest. Agencies from as far away as Florida and Oregon sent photos of suspects involved in similar cases. The TIU determined that two of its suspects had also been involved in placing skimmers in those two states.

-more-
When it became apparent that federal agencies would not be able to assist them because of their policies, the TIU officers began thinking outside the box. Because the ages of the suspects were unknown, they got court orders for each suspect to submit to a full scan of their teeth. A forensic dentist was then able to provide the approximate ages of the suspects.

Text messages from the suspects’ cell phones were in a language that even a Romanian instructor could not decipher. The officers found a Romanian man living in Lincoln, and he and his brother volunteered their time to help translate the messages.

Working closely with local prosecutors, the TIU officers were able to proceed with criminal charges on the state level. The case was complicated by issues within the criminal justice system when juveniles are involved.

Myers wrote, “Hopefully their efforts will help fix and alleviate these issues. Regardless, these officers worked tirelessly to put the best possible case forward and to reassure the citizens and financial institutions of Lincoln that we take their sense of security, both physical and financial, very seriously and will work to keep these groups away.”

The other categories in which employees can be nominated are customer relations, loss prevention, 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.

Individuals or teams can be nominated by supervisors, peers, subordinates and the general public. Nomination forms are available at lincoln.ne.gov (keyword: hr) or from department heads, employee bulletin boards or the Human Resources Department, which oversees the awards program. All nominations are considered 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 $50 gift certificate, a day off with pay and a plaque. All monthly winners and nominees are eligible to receive the annual award, which comes with a $250 gift certificate, two days off with pay and a plaque.
APPLICANTS SOUGHT FOR LIBRARY BOARD LIAISON POSITION

Deadline to apply is February 29

The Lincoln City Libraries (LCL) Board of Trustees is looking to add a Lancaster County liaison to its membership. Applications from the public will be accepted through Monday, February 29. The County liaison will serve a seven-year term and have all the rights and responsibilities of a board member, except they will not vote during Library Board meetings.

Applicants must be residents of Lancaster County who live outside of the Lincoln City limits. Applicants are asked to send a letter of interest along with a completed Board Appointment Information form to: Candidate Search, Lincoln City Libraries, 136 S. 14th St., Lincoln, NE 68508. The form can be obtained by calling the Director’s Office at 402-441-8512 or by printing a copy from lincolnlibraries.org. (Click on “About” then “Library Board of Trustees.”)

The Library Board will review the applications and forward them along with a recommendation to the County Board, which will appoint the County liaison.

More information about Lincoln City Libraries is available at lincolnlibraries.org.
CITY OF LINCOLN PARKING BAN UPDATE

For more information:
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Thursday, February 4, 2016
Time: 3:30 p.m.

The residential parking ban for the odd-numbered sides of the street was rescinded effective at 9 a.m. this morning. Parking is again permitted on both sides of the street in residential areas. The City has about 90 maintenance vehicles on the streets now cleaning up residual snow and applying material on slopes and at intersections. The public can report trouble areas to the Public Works Snow Center at 402-441-7644.

Because crews finished earlier than expected, there was some lag time between the time the ban was rescinded and enforcement stopped. If you received a ticket between 9 a.m. and 12:30 p.m. today for parking illegally during a residential parking ban, you will receive a letter on how to get your ticket dismissed.

The only ban that remains in effect is a snow removal district parking ban. It will be in effect from 12:01 to 7 a.m. Friday and Saturday, February 5th and 6th, in the eight snow removal districts. In these districts, snow is plowed into windrows, loaded into trucks and hauled out of the area. Parking is prohibited on both sides of the streets in the snow removal districts. They include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).

To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. To reduce citations and towed vehicles downtown, the service will be offered from 10 p.m. to 7 a.m. when the City is under a snow removal district parking ban. (For the Friday ban, the service begins at 10 p.m. Thursday.) Customers will be charged the posted rate for any time beyond those hours. Vehicles that remain in the garage past 10 a.m. will be charged for the entire time the vehicle was in the facility.

Please stay informed on the status of snow operations in Lincoln. Additional information is available on the City website at lincoln.ne.gov (keyword: snow). If you have questions, you may call the Public Works Snow Center at 402-441-7644.

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street, Lincoln, NE  68508
402-441-7831; cell 402-525-1520
dgonzolas@lincoln.ne.gov
CITY OF LINCOLN
PARKING BAN UPDATE

For more information:
Diane Gonzolas, Citizen Information Center -- 402-525-1520

Date: Friday, February 5, 2016
Time: 11 a.m.

As light snow falls in Lincoln, the City has a partial deployment of material spreaders on the main arterials, focusing on key intersections and bridges. Public Works continues to respond to service requests in the residential districts, applying sand on slopes, at stop signs and at other trouble areas. Public Works also has pothole repair crews deployed anytime the streets are not snow covered, and will again be able to fully staff street maintenance services once the snow operations for this week’s storm are completed.

City crews worked overnight to clear snow in the City’s snow removal districts. Public Works reports that operations are about two-thirds completed, and the effort is expected to wrap up by 7 a.m. Saturday. The snow removal district parking ban will be in effect one more night. From 12:01 a.m. to 7 a.m. Saturday, February 6th, parking is prohibited on both sides of the streets in the snow removal districts. They include streets in Downtown and the Haymarket; University Place; Havelock; Bethany; College View; 11th and “G”; 17th and Washington; and 25th and Sumner. Maps can be found at lincoln.ne.gov (keyword snow).

To assist downtown residents during snow removal district parking bans, free overnight parking is offered at Center Park Garage, 1100 “N” St. The service will be offered from 10 p.m. to 7 a.m. tonight. Customers will be charged the posted rate for any time beyond those hours. Vehicles that remain in the garage past 10 a.m. will be charged for the entire time the vehicle was in the facility.

The snow removal district parking ban is the only parking ban still in effect. The public may report trouble areas to the Public Works Snow Center at 402-441-7644. Additional information is available on the City website at lincoln.ne.gov (keyword: snow).

Diane Gonzolas
Manager, Citizen Information Center
Office of the Mayor
555 S. 10th Street
Lincoln, NE  68508
402-441-7831
cell 402-525-1520
dgonzolas@lincoln.ne.gov
Happy Friday everyone,

The Parks & Recreation Advisory Board will meet next Thursday, February 11, 2016, at 4:00 p.m. at the Parks & Recreation Admin office, 2740 A Street.

Information attached for the meeting:
- Meeting Agenda
- Minutes from December meeting
- Dog Use Facilities Master Plan Fact Sheet & Report
- 2016-18 Cost Recovery Fact Sheet & Spreadsheet
- January Report to Golf Committee at 2/4/16 meeting
- 2016 Golf Membership-Pass Program

I have also attached the 2016 Board and Committee meeting schedule, and a current Board member roster. Do not hesitate to let me know if you have any questions or corrections.

If you would, please reply as to whether you will or will not be available to attend the PRAB meeting next Thursday! Have a great weekend!

Thank you,

Angela Chesnut
Executive Secretary to the Director
Lincoln Parks & Recreation
2740 A Street
Lincoln, NE 68502
(402) 441-8264
achesnut@lincoln.ne.gov
TO: 
Parks & Recreation Advisory Board, Mayor, City Council, City Clerk, Media

FROM: 
Lynn Johnson, Director, Lincoln Parks & Recreation Department

MEETING DATE: 
January 11, 2016

LOCATION: 
2740 “A” Street – Parks & Recreation Dept. (Large Conference Room)

TIME: 
4:00 – 5:30 p.m.

CHAIR: 
Peter Levitov

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A G E N D A

1. Call to Order and Recognition of ‘Open Meetings Act’

2. Approval of Minutes:  * December 10, 2015

3. Public Comment for Items Not Listed on the Agenda

4. Committee Reports:
   A. Futures Committee – Bob Ripley (Chair) 471-0419 or 488-5131
      •  * Approval of Dog Facilities Master Plan
   
   B. Fees & Facilities Committee –Susan Deitcher (Chair) 402-488-4224
      •  * Approval of Cost Recovery Goals
   
   C. Golf Committee – Brad Brandt (Chair) – 402-473-9619
      •  January Monthly Report
      •  Status Report regarding Community Committee on Lincoln City Golf Sustainability
      •  * Recommendation regarding Golf Membership and Pass Program for 2016
   
   D. Executive Committee – Peter Levitov (Chair) – 402-802-7121
      •  * Election of Officers
         o  Chair: Anne Pagel
         o  Vice-Chair: Brad Brandt

5. Staff Report:

6. Announcements:

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*Denotes Action Item

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

From: Ann Wahl <annjwahl@gmail.com>  
Sent: Thursday, February 04, 2016 4:14 PM  
To: Jon Camp  
Subject: Movie theatre protection policy

Hello - I was delighted to read in the Journal Star that Roy Christensen is raising the issue of ending the protection racket Marcus theaters has had with Lincoln. Marcus seems to have a policy of showing some of the best movies only at the Grand, and many of us senior citizens dislike the parking hassle downtown. I would love to see some movie competition in Lincoln! In the best of all worlds, maybe we could even bring back the Starship which used to show $2 second run movies. Thank you for anything you can do to end Marcus' monopoly.

Ann Wahl  
6335 "O" Street, Apt. 626  
402.486.2373
Ann

Thanks for your email regarding proposed revisions in Lincoln's theatre policy. You have addressed several key needs.

Best regards,

Jon

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

Office:        402.474.1838/402.474.1812
Fax:            402.474.1838
Cell:           402.560.1001
Email:          joncamp@lincolnhaymarket.com
Hi Councilman Camp,

Our organization supports your proposal to put a charter amendment on the ballot for council oversight of service contracts. Would it be helpful if I came and testified on Monday? Or is there anything else that would be more useful?

Jessica

Jessica Herrmann
Director of Legislative Outreach
Platte Institute for Economic Research
Office: 402-452-3737
Mobile: 402-681-6629
Fax: 402-452-3676
Email: jherrmann@platteinstitute.org
Dear Councilperson Camp:

My name is Larry Williams and I am the Director of the Malone Community Center, which is located at 2032 U Street. We have been in existence for over 60 years and we provide programs for youth, elders, and low-income people in the Malone neighborhood and throughout the city of Lincoln.

I understand you will be considering the StarTran bus system in the near future. I thought I would share with you, some insights that I have gathered from our Board members and customers of StarTran. I have three points I want to share:

1. As we prepare for the future, driving research indicates that just over 3 in 4 people who are 20-24 years old had driver’s licenses, according to a report from the University of Michigan Transportation Research Institute. The exact figure was 76.7%, which represents a decline from 79.7% in 2011, 82% in 2008, and 91.8% in 1982, according to Michael Sivak and Brandon Schoettle. Quite simply, cars are becoming less and less accessible to Millennials. We should look at this data for Lincoln and consider the impact it will have on future ridership for StarTran.

2. A common theme from the riders of StarTran has been that buses do not run frequently or late enough if you need public transportation after hours. There is also limited access on Saturday and no service on Sundays. These are barriers to people who need public transportation to survive.

3. One member suggested that routes should continue to serve Havelock, University Place, and Malone Neighborhoods, and provide maximum service. The current routes that go through Havelock and University Place are the number one routes for the bus ridership. A possible solution would be we setting up boundaries and indicating that we will not go past, for example, Old Cheney, NW 48th and I-80 to the north. StarTran could establish drive and park sites and residents, outside of the boundary area, could drive there and access the bus. This may provide us the opportunity to maximize costs, and buttress those highly used routes, without having to add or lengthen routes.

Thank you for this opportunity to share thoughts that I have heard and received from our board members and customers. If you have any questions, please contact me.

Larry Williams
Executive Director
Clyde Malone Community Center
2032 "U" Street
Lincoln, NE 68503
(402) 474-1110-Work
(402) 440-7891-Cell
(402) 474-1112-Fax
larry.williams@malonecenter.org
www.malonecenter.org
Larry:

Appreciated your well described thoughts and perspective on the proposed StarTran TDP. You described statistics that I had not heard before.

Also appreciate your leadership at the Malone Center.

Best regards,

Jon

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

Office: 402.474.1838/402.474.1812
Fax: 402.474.1838
Cell: 402.560.1001
Email: joncamp@lincolnhaymarket.com
Mayor Beutler,

I encourage you to support Councilman Camp's amendment to the City Charter as a ballot entry in the spring election. As a citizen of Lincoln, I agree with the concept of the PACT proposal, and would like to have an opportunity to express my support by voting for it. I think your support would be good for your public image, and be an expression of your willingness to "share power" in the office of the Mayor. As we are a "representative republic" and have a basis for government of the division of power and a "check and balance" arrangement, this would bring the City Charter more in line with those excellent principles of government.

Have a blessed day!
Nancy Carr

Cell: 402-304-2769
6900 Ash Hollow Lane
Lincoln, NE 68516
Camp wants voters to change Charter, give council some control over service contracts

JANUARY 30, 2016 5:00 PM • BY NANCY HICKS | LINCOLN JOURNAL STAR

Stymied in his attempt to give the City Council more oversight of service contracts, Councilman Jon Camp now wants city voters to help him out.

Camp is proposing a city charter amendment for the May 10 ballot that would allow the City Council to create a process for selecting companies for service contracts.

Currently only the mayor can establish that process.

The only thing the amendment does is give the City Council the authority to set up a process for handling contracts for professional services, Camp said.

The amendment does not create the process itself. That would be up to the council if voters approve changing the city charter.

Camp has been frustrated in his attempt to give the council greater control over large engineering and architectural contracts that do not go through a competitive bid process.

Last year Camp proposed new rules, which went through a public hearing and several weeks of delay before City Attorney Jeff Kirkpatrick said they would not be allowed under the current city charter.

The city charter requires competitive bidding on most contracts for supplies and goods, but gives the mayor authority over most contracts for services, according to Kirkpatrick.
The council votes to approve only multi-year contracts for services under current charter provisions.

The council could require specific reporting on these service contracts but could not set up the process for selecting companies. Only the mayor can do that under current rules.

The mayor has absolute authority to approve and execute single-year contracts, Kirkpatrick said in his opinion to the council.

Camp proposes to change that with his amendment, which if approved by the council, will be on the May 10 primary ballot.

Assuming Mayor Chris Beutler is on board, the proposal would require a simple majority of the council, four of the seven members, to get on the ballot.

But if the mayor were to veto Camp's proposed amendment, an override would require five votes.

Beutler has not decided whether to support putting the charter change on the ballot, according to Rick Hoppe, the mayor's chief of staff.

Beutler supports Camp’s efforts to improve transparency in the city's professional services contracts, said Hoppe in an email. But the mayor wants to assure that any changes do not increase costs to taxpayers or hamper the city’s ability to efficiently and effectively execute contracts, he wrote.

The amendment, if approved by voters, would allow the council to create rules and a procedure that the mayor, department heads and the city’s purchasing office would have to follow in selecting firms for professional services.

Camp said he is not interested in regulation that would bog down the process. But he would like the council to have some control over the process and greater public scrutiny.

He has used the acronym PACT -- Process, Accountability, Communication and Transparency -- as a guide in his fight to establish council rules over the process for selecting firms for service contracts.

The council will hold a public hearing on Camp's proposed amendment at its Feb. 8 meeting, and could vote on the charter amendment that day.
John Camp,

PLEASE review the plans for the new bus changes. Whether you ride the bus or not, look at the schedule as it is now and then the new schedule.
It is important to know the buses new routes. They won’t be stopping at the State Office Building. For those of us who work at the state office building, it may mean we could be late. If we work late that means we wait another hour to get home. Many of us don’t work 8 to 5. We also will have to walk or wait for the shuttle from Gold’s to the NSOB; the same with going home. We will have to find alternative transportation. I have been riding the bus for 13 years. I do not want to work the hours they are proposing.

If we are running late, we will be an hour late. If the bus is running late, we will be late and could affect our hours. Either way, it could affect our paycheck.
This morning 2/5/16 on the 6:45 inbound College View route, it was standing room only. I also take the 6:15 inbound and at times has been standing room only.

This new schedule will not meet the needs of employees who work downtown.

The city would rather pay big bucks to have a consultant come in and make the recommendations for the changes. Also the cost of changing signs for the bus stops.

How many people will you lose to the new schedule? I can tell you there will be four who will have to find an alternative and one of these will be me.

The College View route will change to Sheridan; do you realize how busy 40th Street is between 7:00 and 8:00 especially with the roundabout.

Thank you for your time and consideration.

Sue Gilleland, CEOE
State Office Building
Department of Education
Nutrition Services
402-471-2488
402-800-731-2233 In Nebraska only
Colleagues,

After having reviewed the Transit Development Plan and the new phasing posted online by Mike Davis, it is still likely that I will put forth one or more amendments to the resolution to adopt the plan. The motion(s) will be finalized in legal form on Monday.

The amendments I am considering are as follow (with my reasoning on the first to that is for your consideration only-not to be included in the amendments)

1. Amend figure 105, found on page 8-41 of the TDP to reorder the phasing to read:
   Phase 1. Extend weekday evening service on all routes (excluding UNL routes and StarShuttle)
   (This reflects the #1 priority expressed by those surveyed (1-2, 6-3, 7-6), was addressed first by the consultant accordingly (1-3, 8-1), and is expected to increase ridership by 2-3%, without losing ridership in conjunction with my #2 amendment)

   Phase 2. Extend Routes 42 and 49 to extend service to the north 84th Street Corridor North to Walmart &/ or the Lancadter Event Center and south to SECC.
   This reflects our commitment to provide transit access to all residents and considers the growth and number of new residents east of 84th, as well as employment needs of those working at the expanding number of businesses on the 84th street corridor and students in east Lincoln wishing to attend UNL &/or SECC.

   Phase 3. Increase Midday service to 30 minutes in 5 Routes
   Phase 4. Add Sunday Service on all routes (excluding UNL routes and StarShuttle)
   Phase 5. Downtown Shuttle and Vets Hospital Crosstown (as in Mike Davis's new phasing)
   Phase 6. More frequent service/headway (as presented in Mike Davis's new phasing)

2. Insert on page 1-1 under the heading "EXECUTIVE SUMMARY" the following:
"The Lincoln City Council recognizes that the Service Recommendations are just recommendations by the consultant. The recommendations in the TDP provide a framework for potential expansion of StarTrans service for consideration by the city. The preferred alternative route system suggested by the consultant shall not be implemented as a result of the adoption of this TDP."

Mary,
Please include this with the Director's Agenda for Monday's meeting

Cyndi Lamm
Mary M. Meyer

From: Joselyn Luedtke <joselyndawn@gmail.com>
Sent: Friday, February 05, 2016 7:06 AM
To: Trenton J. Fellers; Cyndi Lamm; Jon Camp; Carl B. Eskridge; Leirion Gaylor Baird; Roy A. Christensen; Michael J. Davis
Cc: Thomas S. Shafer
Subject: Oppose Star Tran plan

Dear Lincoln City Council members:
I respectfully request you table or oppose the transit development plan proposed by Star Tran and hastily approved by the Advisory Board for three reasons: 1. The plan lacks economic development consideration for the city of Lincoln; 2. The plan weighs more heavily driver convenience than rider need; and 3. (my own selfish reason) the plan would cut my stop and remove me and others in my neighborhood from being full paying monthly riders.

1. Economic development. The proposal leaves Northeast Lincoln with an unacceptable lack of service. The city is growing rapidly in this direction with new businesses along 84th St from O to Adams St that employ many of the people who rely on public transportation. Currently I see many people get off the #42 Bethany bus at 76th and Holdrege, the furthest north-east route currently available, to walk to work at 84th and Holdrege at places like HyVee and the many restaurants popping up. I propose extending the #42 Bethany route along Holdrege St to 84th, instead of shortsightedly cutting us off at 70th St and promising an extension in the "next phase". If you lose me as a rider now I am very unlikely to ride again in the future if I have to make expensive investments to drive to work, which would admittedly be much more convenient.

2. Without riders you have no need for drivers. I greatly appreciate and admire the excellent drivers at Startran, but it seems from the consultants report that their views were much more heavily weighted than that of riders. I thank Councilman Eskridge's leadership for recognizing the lack of public input. I ride daily and was not aware of this proposal until the day before the Advisory Board's vote. I am computer literate and politically involved and had no idea the city intended to change the bus routes. While there are plenty of outdated advertisements on the bus walls (one today was for CoOpportunity health insurance, which went bankrupt last January) not one is for this proposal, and no driver has ever talked about it on the bus.

As to the proposal, as a rider for over a decade, the flagged stops are a great benefit to me when traveling around town to go to meetings for work at offsite locations, doctors appointments, or meeting friends and family for coffee or lunch. I am also not a fan of combining routes for inbound and outbound service. It may save Startran time overall, but it makes some riders trips much longer. For example one #42 Bethany rider gets on at 38th and Holdrege to go downtown to work, about a 10 minute ride in and out. Under this proposal of making Bethany an outbound only linking with #49 University Place as inbound only, his ride to work will be over an hour. For many of Lincoln's most vulnerable citizens who rely on Startran, stability in the system is key. As one developmentally disabled rider put it, "They want to cut routes in residentials, don't they know most of the people live in residentials?!"

While I understand and appreciate the goal of longer hours and more frequent service and Sunday service, if I cannot get on the bus near my house, the hours of operation mean nothing to me because I will not be able to ride.

3. Everyday for the last five years I get on the #42 Bethany bus at 7:40AM and ride 45 minutes to work at the Capitol, and almost every evening (if I get done with work before 6:10PM) I get back on the bus at the State Office Building for another 45 minute ride home. For five years before that I rode different routes as a University of Nebraska college student, from undergrad through law school. The free student bus pass got me hooked and I now pay full price through the employer deduction program, which is great. If you vote to approve this route I honestly don't know what I will do. Walk 10 blocks each morning to the bus stop? Probably not. Buy a car and insurance (which I cannot afford as a Legislative employee) and risk everyone on the roads lives
because I am a diabetic on insulin who could technically black out at any time? Probably. These are the kinds of decisions people have to make when such drastic changes are made to public services. While I do appreciate the city looking to expand service and make the system better, it does me no good if I cannot access a bus stop near my home.
I appreciate your time and service to this great city. Again, please vote no on this proposal.

Sincerely,
Joselyn Luedtke
7610 Starr St
Lincoln, NE 68505
Thank you for the feedback you have provided.

To clarify one of your comments, the Route 42 and route 49 travel in both directions. If the bus trip is 10 minutes today it will likely be even quicker under the Transit Development Plan as proposed.

Regarding public information on buses, we have posted information on our buses prior to each set of public meetings. Regarding the last set of public meetings, I sent a memo to the Drivers informing them to let passengers know about the changes. Handouts were stocked on each bus and multiple signs were placed on each bus including signs in the overhead advertising areas.

Thank you for letting us know about your interest in having service extended to 84th Street.

We appreciate having you as a customer. Please feel to contact me if you have further questions.

Mike

Mike Davis, AICP
Transit Manager
402-441-7185
I write with concern about the proposed draft schedule for the proposed ‘new’ Route 40, Heart Hospital StarTran route. The new route seems to combine two current routes, the Heart Hospital 40 and the Normal 43. Both of these current routes are heavily-used with morning buses on both routes being almost full. I ride one or another of these buses daily, and have done so for over 15 years.

I was very concerned to see that the earliest morning bus on the draft schedule for the new route would not get riders to downtown Lincoln until 8:20 a.m. There are many downtown workers who ride both the current 40 and 43 in order to get to their jobsites downtown to begin work by 8:00 a.m. Both routes currently are scheduled so that buses arrive downtown around 7:40/7:50 a.m., enabling workers to begin work on time. I would also mention that many students ride this route to get to Lincoln High and UNL in a timely manner. The draft for the ‘new’ schedule definitely needs to be reconsidered and redone. It would be ludicrous to disenfranchise 40-60 daily bus riders who currently depend on StarTran to deliver them to their jobs downtown as the buses currently do, especially when the idea behind adopting new routes is to increase ridership. If part of the reason for the proposed later morning schedule is so that the route can operate later in the evening, StarTran either needs to receive extra funding in order to serve both purposes of having the bus arrive downtown by 7:45 a.m. and run until 8:20 p.m., or have an earlier morning schedule and not run so late in the evening until funding is secured at a later time.

Thank you for your consideration.

Sincerely,

Glenda Dietrich Moore
402-483-5308
e: creationenergy@windstream.net
5401 Franklin St., Lincoln NE68506
Glenda,
Thank you for your input. We certainly want to meet the current needs of riders while encouraging others to use Star Tran. The issue of getting people to work and school in the morning is crucial. Star Tran will certainly want to make sure that happens as their new schedules are created.

Carl B. Eskridge
Lincoln City Council
District 4 (Central and NW Lincoln)

From: Glenda Dietrich Moore [creationenergy@windstream.net]
Sent: Thursday, February 04, 2016 8:32 PM
To: StarTranInfo; Brian D. Praeuner; Mayor; Cyndi Lamm; Jane Raybould; Carl B. Eskridge; Leirion Gaylor Baird; Trenton J. Fellers; Roy A. Christensen; Jon Camp
Subject: Concern about proposed new schedule/route for StarTran

I write with concern about the proposed draft schedule for the proposed ‘new’ Route 40, Heart Hospital StarTran route. The new route seems to combine two current routes, the Heart Hospital 40 and the Normal 43. Both of these current routes are heavily-used with morning buses on both routes being almost full. I ride one or another of these buses daily, and have done so for over 15 years.

I was very concerned to see that the earliest morning bus on the draft schedule for the new route would not get riders to downtown Lincoln until 8:20 a.m. There are many downtown workers who ride both the current 40 and 43 in order to get to their jobsites downtown to begin work by 8:00 a.m. Both routes currently are scheduled so that buses arrive downtown around 7:40/7:50 a.m., enabling workers to begin work on time. I would also mention that many students ride this route to get to Lincoln High and UNL in a timely manner. The draft for the ‘new’ schedule definitely needs to be reconsidered and redone. It would be ludicrous to disenfranchise 40-60 daily bus riders who currently depend on StarTran to deliver them to their jobs downtown as the buses currently do, especially when the idea behind adopting new routes is to increase ridership. If part of the reason for the proposed later morning schedule is so that the route can operate later in the evening, StarTran either needs to receive extra funding in order to serve both purposes of having the bus arrive downtown by 7:45 a.m. and run until 8:20 p.m., or have an earlier morning schedule and not run so late in the evening until funding is secured at a later time.

Thank you for your consideration.

Sincerely,
Glenda Dietrich Moore
402-483-5308
e: creationenergy@windstream.net
5401 Franklin St., Lincoln NE68506
InterLinc: City Council Feedback for  
  General Council

Name:   Cindy Elder  
Address:  2801 South St  
City:   Lincoln, NE 68502

Phone:  
Fax:  
Email:   cindyelder@gmail.com

Comment or Question:  
Good evening,  
I spent some time this weekend looking at the proposed bus changes. I expected to write you an email indicating that I disliked the routes and to request that you did not approve them, however instead I request that you approve the plan and allow StarTran and put it into action.

My husband rides the bus daily, and I ride it a few times a week. I expect the route changes to impact us negatively in some ways. However I feel that the greater good is best served by making the changes proposed by StarTran. Everyone who rides the bus may lose a little bit, but overall the better service, efficiencies, and later phases of the project mean we as a city should enact this plan.

Lincoln needs to provide more funding to StarTran. The mayor needs to propose this in his budget. Councilwoman Lamm should ask the mayor to do this, so later service into the evening can be provided. Without additional money, those types of things can't happen until there is increased ridership due to the changes proposed. With an increased budget and increased ridership, perhaps we can start to add back the things that we want (e.g. I'd prefer my new route--40--runs every 30 minutes. Perhaps that could be added in the long run).

I support StarTran's plan, and I ask the council to support it.

Thank you,  
Cindy Elder
I am sending an updated map overlay. The previous version showed a bit too much red in the Sun Valley area. I hope that this is helpful.

Thanks,

Christy Aggens

On Fri, Feb 5, 2016 at 3:13 PM, Christy Aggens <caggens@gmail.com> wrote:
Hello Council Members, Mayor's Office Staff, and Mike Davis,

I created an overlay to illustrate the proposed Star Tran service increases and decreases (attached). Seeing the actual changes can be difficult unless you ride the bus. Hopefully this visual will help you to understand what is being proposed, and assist you in making this important decision. I used the material provided on the StarTran website to compile this information.

- In red you will see areas that will receive a decrease in service frequency with no increase in service hours.
- In green you will see areas that will receive no substantial change in service frequency, but will see an increase in service hours.
- In blue you will see the area that will have increased service duration and increased frequency of service.
- In yellow you will see the areas with the highest concentration of home locations for downtown and UNL employees.

As you can see, the TDP almost systematically reduces service for downtown and UNL work commuters. The "Commuter Route" (#56) that was added is not an increase. If you compare existing service to the area covered by the proposed #56, the net result is a decrease in service.

I believe that this plan will make it easier for people to shop at big box stores, and get to the mall (either to shop or work). It will make it more difficult for people to get to work downtown on the bus, and it will make it much more difficult for people to get to UNL, for work or school, from south of O street on the bus.

The people that I know who take the bus to work downtown are not wealthy... they can't afford monthly downtown parking.

I hope that this visual is helpful.

Sincerely,

Christy Aggens
p.s. Please consider those that will experience service cuts when promoting the TDP. If you don't do this, it will come off as dishonest. Thank you.
Good morning,

I have attached a spread sheet showing what the cost would be through property tax increase to fund the service expansion phases for StarTran. I feel that a minimum of phase 1 and 2 need to be incorporated with the implementation of the TDP. This increase in service would only cost the average household $9 a year, that is only 75 cents per month to improve service a great deal. Including all 5 phases would cost a little less than $24 a year.

Imagine only $2 a month to be able to get our bus service to a level that can compete with comparable cities that are competing with us to draw in new employers.

I apologize for not presenting this in person, but I am returning from a family funeral in Ohio and being delayed by weather.

Thank you for your time and consideration.

Charlie Schroeder
President ATU Local 1293
busdrivercharlie@gmail.com
(402)540-8898
### Average House Value

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### My House Value

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<tr>
<th>Property Value</th>
<th>Tax Year</th>
<th>City Tax Rate</th>
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### City wide Property Taxes

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<tbody>
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Average House Value

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Council Members, Southern Hills Neighborhood Association has been reactivated and expanded. We believe the investment by any company in our community is to be celebrated and encouraged for the health of this city's economy. The expansion Scheels is proposing should be given much consideration and planning. Our neighborhood believes the current plan should be sent back to the Planning Department for review of the location that is proposed. This expansion will be too intrusive in many aspects for our neighborhood to absorb, including but not limited to safety, light, noise, and trash. One meeting with the mall and city representatives did nothing to alleviate all of our concerns and as noted by a mall representative, “maybe we should have had more than one meeting every 20 years.” Despite their apparent concern for the neighborhood, we know from experience that no action will ever be taken to address the issues we deal with everyday unless a written document with solutions is in place. Correspondence from the mall’s attorney references the original traffic study but not a recent one. City staff apparently asked for the new building to be relocated away from Southern Hills and alternative locations were “unattainable or impracticable”. We have some perfectly attainable alternate location ideas. Also, “The implementation of the new Scheels store is the LINCHPIN in ensuring that Southpointe and the surrounding neighborhoods do not see degradation that is happening to many older shopping center areas in the nation” quote from a December 21st letter to the Acting Director of the Planning Department teases speculation that Von Maur is not the anchor for the mall anymore and that losing Scheels to another location could cause degradation of the mall. We wonder. Many factors are driving this expansion and is this really in our best interest to place it so close to a neighborhood. Police have indicated to some neighbors that day time robbers are parking in the mall lots and canvassing our neighborhood. One suggestion has been a fence the length of the bike trail to help this situation. Too bad we have to protect our properties from a mall that is a bad neighbor. Finally, with the current practice of demolishing buildings for new tenants on the mall’s property already occurring, what will keep that from happening to other properties next to the neighborhood? Remember, “If you give a rat a cookie, he’ll want a glass of milk.” Thank you for your consideration of our neighborhood’s safety by delaying approval of this matter so practical solutions can be explored. Sincerely, Phil White. President, Southern Hills Neighborhood Association.
February 8, 2016

Dear Council Members:

ACEC Nebraska respectfully asks you to consider Councilman Camp’s proposed resolution for a charter amendment carefully. We ask the Council to consider engaging the Charter Revision Committee in lieu of advancing this proposal at this time.

The charter revision committee was created specifically for this purpose and Lincoln has a long history of using a structured process to make decisions on charter revisions.

Please consider this decision thoughtfully and vote for the established process of Charter Review.

Yours truly,

Jackie McCullough
Executive Director
American Council of Engineering Companies of Nebraska
301 South 13th Street #410
Lincoln, NE 68508
402-476-2572
www.acecnebraska.org
InterLinc: City Council Feedback for
General Council

Name: Diane Walkowiak
Address: 1600 Sioux St
City: Lincoln, NE 68502
Phone: 
Fax: 
Email: dwalkowiak2@gmail.com

Comment or Question:
Dear Council members:

Due to a prior commitment, I am unable to attend and testify at Monday's meeting regarding the city charter and professional service contracts.

I am a member of the Charter Revision Commission, and agree with Jane Reybould's suggestion that the City Council delay its vote until the charter amendment has been reviewed by the commission.

Sincerely,

Diane Walkowiak
MINUTES
DIRECTORS’/ORGANIZATIONAL MEETING
MONDAY, FEBRUARY 8, 2016

Present: Trent Fellers, Chair; Leirion Gaylor Baird, Vice Chair; Jane Raybould; Cyndi Lamm; Carl Eskridge; Roy Christensen; and Jon Camp

Others Present: Teresa Meier, City Clerk; Rick Hoppe, Mayor’s Chief of Staff

Recording secretary arrived at meeting at 2:06 p.m. with meeting in progress.

I. MINUTES

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

Meier was concluding her review of the formal agenda when recording secretary entered.

Raybould stated she has been speaking with Kirkpatrick, City Attorney, about the pending list item #43. Is there a procedure you use, or do you just announced the item? Is that the opportunity for me to give a directive, with Meier agreeing.

IV. MAYOR’ CORRESPONDENCE

Rick Hoppe, Chief of Staff

Hoppe stated everyone is aware of the Stormwater Bond Tour, or Stormwater Project Tour. Will do on Friday, February 12th. If you haven’t signed up, please do. Great idea offered when Chair Fellers asked, why don’t you take us out and show us stormwater projects which should be covered with a potential bond in May 2016? A chance to see the work done by Ben Higgins, and his staff in Watershed Management.

Hoppe stated there have been individual conversations with Council Members on the budget, and upcoming items. Numerous questions have been asked and hoping it’s okay if the answers are sent to all, as a group, instead of individually. Would like to sort out individually but not sure that’s possible. Will answer all together in an email.

MAYOR

1. NEWS RELEASE. City offers alternate parking options during parking ban. Locations listed.
2. NEWS RELEASE. Public urged to report fallen trees and tree limbs.
3. NEWS RELEASE. Read To A Dog Program starts Sunday.
4. NEWS RELEASE. Several options available for those with tree debris.
5. Memo from Chair of the Citizen Police Advisory Board complaint #04-15.
6. NEWS RELEASE. Public invited to volunteer at Kontras, American Legion parks.

V. DIRECTORS CORRESPONDENCE

CITIZEN INFORMATION CENTER

1. City of Lincoln Parking Ban Update, Monday, February 1, 2016, 2:15 p.m. Emergency parking ban in effect at 6:00 p.m.
2. City of Lincoln Parking Ban Update. Revision of snow emergency parking ban, 6:00 p.m.
3. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 4:30 a.m.
4. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 10:30 a.m.
5. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 2:45 p.m.
6. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 8:30 p.m.
7. City of Lincoln Parking Ban Update, Tuesday, February 2, 2016, 8:30 p.m. Two types of parking bans are now in effect for Lincoln.
8. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 4:30 a.m.
9. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 11:45 a.m.
10. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 3:30 p.m.
11. City of Lincoln Parking Ban Update, Wednesday, February 3, 2016, 8:30 p.m.
12. City of Lincoln Parking Ban Update, Thursday, February 4, 2016, 4:30 a.m.
13. City of Lincoln Parking Ban Update, Thursday, February 4, 2016, 11:45 a.m.

PLANNING COMMISSION

PLANNING DEPARTMENT
1. Administrative Amendment No. 16002 approved by the Acting Planning Director on January 27, 2016.

VII. BOARDS/COMMITTEES/COMMISSION REPORTS

VIII. MISCELLANEOUS

IX. COUNCIL MEMBERS

JON CAMP
1. Councilman Camp adding additional questions to Chair Fellers Stormwater Bond memo.
   a) Questions to Rick Hoppe on cost and material use to replace drain inlets.
      1. Ben Higgins, Senior Engineer, Watershed Management, responding to questions from Councilman Camp.
   2. Tracy Soukup asking Councilman Camp to consider the walking paths in Trendwood Park in the upcoming budget.
      a) Councilman Camp requesting Lynn Johnson, Parks & Rec Director, to respond to Ms. Soukup on remedies and timetables.
   3. Sandra Anderson writing with her concerns on how the City spends money, i.e. round-abouts when the pot holes are a serous concern along with other street repairs.
      a) Response to Sandra Anderson on street design and maintenance concerns.
      b) Recommendations for Future Infrastructure.
      c) Sandra Anderson thanking Councilman Camp for his response and recommendations.
   4. Dave Forsythe writing on the lateness of his neighborhood getting plowed after the snow fall.
   5. Christy Aggens expressing her concern over the outcome of the StarTran Transit Development Plan (TDP).

X. CORRESPONDENCE FROM CITIZENS
1. Wilbur Dassenbrock asking that the construction specifications for the longevity of our streets be looked into and street maintenance improved.
2. InterLinc correspondence from Jay Edmiston with a concern on StarTran’s proposal to stop picking up riders in residential areas.
3. Follow up email, plus original, from Brenda Bolejack regarding the LES Meter switch outs.
4. Luke Peterson writing in regard to the proposed StarTran route changes. Do not create undue barriers for users of StarTran.
5. Diane Bartels commenting on the service of StarTran to LPS students and the time frame of the buses.
6. James Friedman, President of The Near South Neighborhood Association requesting Council to postpone any final voting of StarTran’s Transit Development Plan.

Break:
Chair Fellers announced a break for Council Members to speak to Directors. He brought up the fact they need to be in the Chambers 15 minutes ahead of the Council Meeting to have a photograph taken.

XI. MEETINGS/INVITATIONS
See invitation list.

XII. ADJOURNMENT
Chair Fellers adjourned the meeting at 2:35 p.m.