DIRECTORS’ ORGANIZATIONAL MEETING
Monday, October 21, 2019
555 S. 10TH STREET
BILL LUXFORD STUDIO

I. MINUTES
   1. Approval of Directors’ minutes from October 07, 2019

II. ADJUSTMENTS TO AGENDA

III. CITY CLERK

IV. MAYOR’S OFFICE

V. DIRECTORS CORRESPONDENCE
PARKS & RECREATION
   1. Issuance of a Public Art License - Lynn Johnson

   PLANNING
   1. Administrative Approvals from October 8, 2019 through October 14, 2019

VI. BOARDS/COMMITTEES/COMMISSION REPORTS
   1. BOH - Bowers (10.08.19)
   2. MAC - Shobe (10.08.19)
   3. PBC - Meginnis, Raybould (10.08.19)
   4. Tele-Communications - Washington (10.17.19)
   5. MPO Officials - Meginnis, Raybould (10.18.19)

VII. CONSTITUENT CORRESPONDENCE
   1. Proposed 14th and Warlick Roundabout - Eldonna Woltemath
   2. Proposed 14th and Warlick Roundabout - James Larsen
   3. Proposed 14th and Warlick Roundabout - Tonia Goeden-Kathol
   4. Proposed 14th and Warlick Roundabout - Jason Metcalf
   5. Proposed 14th and Warlick Roundabout - Judy McDowell
   6. Proposed 14th and Warlick Roundabout - Devon Ames
   7. Proposed 14th and Warlick Roundabout - Scott Loos
   8. Fairness Ordinance - Bob Schrepf
   9. Proposed 14th and Warlick Roundabout - Jeanne Davis
10. Gun Control - George Love
11. Pawn Industry, Opening Sundays - Jamie Hogle
    Staff response provided by Councilwoman Raybould and Tonya Peters, City Law Department
12. Proposed 14th and Warlick Roundabout - Debby Brehm
13. Proposed 14th and Warlick Roundabout - Joe, Sharon and Ryan Murray
14. Proposed 14th and Warlick Roundabout - James Bunch
15. Proposed 14th and Warlick Roundabout - Anna Santana
16. Proposed 14th and Warlick Roundabout - Paul Ahrendt
17. Proposed 14th and Warlick Roundabout - Cory Haogstrom
18. Proposed 14th and Warlick Roundabout - Joni Mueller

VIII. MEETINGS/INVITATIONS
See invitation list

IX. ADJOURNMENT
Police would like to change a Police Officer 3110 PO1 FTE to a Police Sergeant 3112 P03 FTE. The management services sergeant was vacated to provide more street supervision. After the departure of Director Casady there is a need for this position to brought back to help manage the workload to meet the Mayor’s directive of research based decisions. We do not feel we have a sergeant we can move to this position so we are asking to change a police officer fte to a sergeant fte. This will not increase our FTEs just reclassify one which will be at a cost of $2 - $3.50 per hour depending on who is promoted.

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DIRECTOR: [Signature] DATE 09-28-2019
FINANCE DEPARTMENT COMMENTS
At an increase of 3.5% from Police Officer to Police Sgt, Increase annual salary cost is estimated to be $7,280 plus related ince in fringe benefits.

FINANCE DIRECTOR

Availability of Appropriations: Yes X No □

BUDGET OFFICER: [Signature]

PURCHASING AGENT: [Signature]

DATE: 7/24/19

APPROVED: Yes X No □

DATE: 10.8.19

WHEN TO USE FISCAL IMPACT STATEMENT

1. Requesting transfer of operating appropriations.
2. Requesting increase in personnel (full time equivalents) appropriations.
3. Requesting transfer of capital improvement appropriations.
4. Requesting operational change not authorized during the budget process.
5. Requesting appropriations based on receipt of additional funds from outside sources.
6. Requesting use of Contingency funds.

HOW TO USE FISCAL IMPACT STATEMENT

NEED: There should be a detailed explanation of why a change to the previously approved budget is necessary. If the change will have any impact beyond the current fiscal year, it should also be noted.

FUTURE IMPACT: One of the boxes should be checked. An example of an item with ongoing impact would be a request for additional fee authorization that will also be requested in upcoming budgets. This would necessitate filling out the "Next Fiscal Year Annualized" column. An example of an item with limited impact would be asking for authorization to use salary savings for the one time purchase of equipment. If "Projected Completion Date" applies, please fill in.

REVENUES GENERATED: Please note if the request will affect current and future revenues.

LEGISLATIVE CHANGES: These boxes should be marked yes or no. Some of the actions this form is used for (transfer of capital improvement appropriations, Contingency Funds) require a City Council ordinance.

PERSONNEL (full time equivalents): Please note the number of fte's the request involves, if applicable.

PERSONNEL (cost), SUPPLIES, OTHER SERVICES AND CHARGES, EQUIPMENT: All entries in these boxes must have the business unit, object code, and object code description along with the dollar amount. Negative amounts must be indicated by brackets.

TOTAL EXPENDITURES: This box should contain the sum of the dollar amounts in the various expenditure categories.

SOURCE OF REVENUES: This box should contain the name of the fund the action is required for.
Police have been approved increase Police Officer 3110 PO1 FTEs by 5 ftes. The Public Safety Director position was vacated by retirement and will not be we are using remaining savings from reclassifying this position to an officer along with vacancy savings to fund the additional ftes. This will increase our FTEs for officers by 5 ftes.

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DIRECTOR: [Signature]  DATE: 09-25-2019
WHEN TO USE FISCAL IMPACT STATEMENT

1. Requesting transfer of operating appropriations.
2. Requesting increase in personnel (full time equivalents) appropriations.
3. Requesting transfer of capital improvement appropriations.
4. Requesting operational change not authorized during the budget process.
5. Requesting appropriations based on receipt of additional funds from outside sources.
6. Requesting use of Contingency funds.

HOW TO USE FISCAL IMPACT STATEMENT

NEED: There should be a detailed explanation of why a change to the previously approved budget is necessary. If the change will have any impact beyond the current fiscal year, it should also be noted.

FUTURE IMPACT: One of the boxes should be checked. An example of an item with ongoing impact would be a request for additional fte authorization that will also be requested in upcoming budgets. This would necessitate filling out the "Next Fiscal Year Annualized" column. An example of an item with limited impact would be asking for authorization to use salary savings for the one time purchase of equipment. If "Projected Completion Date" applies, please fill in.

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TOTAL EXPENDITURES: This box should contain the sum of the dollar amounts in the various expenditure categories.

SOURCE OF REVENUES: This box should contain the name of the fund the action is required for.
FISCAL IMPACT STATEMENT

DEPARTMENT/DIVISION: Police / Operations & Management  DATE: 9/25/19

Police have been approved to change Public Safety Director 3000 DSS FTE to a Police Officer 3110 PO1 FTE. The Public Safety Director position was vacated by retirement and will not be filled this position has always counted towards the sworn strength of the department we are requesting to change it to a police officer fte. This will not increase our FTEs just reclassify one which will be at savings of $57 per hour which some will also be used to offset hiring of additional FTEs see second fiscal impact.

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SOURCE OF REVENUES None

DIRECTOR [Signature]  DATE 09-25-2019
FINANCE DEPARTMENT COMMENTS

Availability of Appropriations: Yes ☒ No ☐

BUDGET OFFICER: Sherry Wolf Cedal

PURCHASING AGENT:

FINANCE DIRECTOR: [Signature]

DATE: 9/20/19

APPROVED: Yes ☒ No ☐

DATE: 9/30/19

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Memorandum

Date:  October 15, 2019
To:    City Clerk
From:  Teresa McKinstry, Planning Dept.
Re:    Administrative Approvals
cc:    Geri Rorabaugh, Planning Dept.

This is a list of City administrative approvals by the Planning Director from October 8, 2019 through October 14, 2019:

Administrative Amendment 19064 to Change of Zone 16016, 48th & Holdrege Redevelopment Project Planned Unit Development, approved by the Planning Director on October 8, 2019, to increase the permitted number of dwelling units from 100 to 115, located at N. 48th St. and Holdrege St.

Administrative Amendment 19060 to Final Plat 18113, Hillcrest CC 1st Addition, approved by the Planning Director on October 9, 2019, to add the street name Casa Colina Drive which was omitted from said final plat, located at S. 97th St. and A St.
I am for the proposal to start the construction of the roundabout. As a runner who utilizes the Rock Island Trail it is unsettling to stand on the island on Old Cheney Road between 4 lanes of heavy traffic. All users of the Rock Island trail will be under the traffic and out of harms way after construction on the roundabout is finished.

Sent from my iPhone
Re: 14th and Old Cheney intersection design/construction resolution

From: James Larsen

Date: October 7, 2019

Throwing good money at a poor decision does not improve the decision. The approved design of an elevated round-about is a bad decision. You should stop it now. The elevated round-about is a massive, expensive structure sure to confuse many drivers. It will also require regular maintenance, the cost of which I imagine hasn't been considered.

I support the delay of the project and the diversion of the monies to more worthy projects. I hope a delay would eventually lead to its abandonment, and I hope some money can be found to implement and evaluate more modest efforts to improve the safety and efficiency of this intersection such as the one offered below.

The current intersection constricts 2-lane traffic flow both north and south on 14th Street into one lane. It is a bottleneck. Once through the intersection, two lanes are immediately restored. It is not difficult to preserve the 2-lane traffic flow through the intersection. There is plenty of room.

Going north on 14th, the far right, right-turn-only lane could be changed to be a thorough lane that allows right turns. A second lane would need to be built on the north side of the intersection until Warlick Blvd./14th Street is reached.

Going south on Warlick Blvd./14th Street, the current road widens to three lanes as the left-turn-only lane begins as one nears the intersection. At the actual crossing of Warlick, 2-lane traffic is constricted to one lane. This need not occur. If this crossing was widened to two lanes, the traffic flow would not be constricted. The center lane on 14th would become an either/or choice for drivers: either cross Warlick to remain on 14th Street or continue straight ahead to continue on Warlick. A traffic light at this crossing could improve safety. If it was synchronized with other traffic lights in the intersection, traffic should move smoothly.

This arrangement solves the problem of congestion of north-south 14th Street traffic flow.

I am available and willing to donate my time to help with this project.

1100 Galloway Ave.
Lincoln, NE 68512
402-423-8960
Hello,
I'm emailing to let my opinion known that I am against waiting for the roundabout in the 14& Old Cheney intersection. If we postpone it it will not only cost us more money in the long run but the amount of traffic that goes through that intersection is only waiting from more accidents and more injuries. We have been waiting and waiting for this intersection to be fixed this is ridiculous that we're even having to have this type of conversation. We are all beyond disappointed in the city of Lincoln's leadership.

Sincerely,

Tonia Goeden-Kathol
4700 Christopher CT
Lincoln, NE 68516
goedenkathol@gmail.com
402-580-1099
Richard-

I wanted to take time and thank you for having the courage to question the cost of this project. I have to believe there is an alternative to this ridiculously expensive project. When we look at the needs across the city and we’re willing to over spend on a statement piece like this it’s extremely frustrating as a business owner in this community.

Thank you again for your willingness to show fiscal responsibility on behalf of our city.

Jason
This is NOT needed and is way to expensive! Use that money to fix our streets – have any of you driven thru downtown from 9th to 17th? Or A Street from Capitol Parkway to 56th?

The vote was to repair our streets – not yet another roundabout that doesn’t work.
6511 West Verde Dr.
Lincoln, NE 68510

October 7, 2019

Dear Council Members:

When I spotted the enclosed article's headline last Friday, my immediate reaction was, "HALLELUJAH! Someone is paying attention!" Since I first saw the idea, I thought it was crazy! I know we need to plan ahead and pace ourselves. 73 is around the corner, and I'm already thinking about how we'll make the most of the years we have. As God wills, I'm still here then. :) But this idea needs a second or third look, now! I've talked to Councilman Rycroft, and given it much thought and personal thoughtfulness. I could be brief... if you wish.

Thank you for your attention to the idea of this project.

Sincerely,

[Signature]
Council Members,

I would like to take this opportunity to offer support for an ordinance currently before the Lincoln City Council and also offer my feedback concerning the proposed roundabout at 14th & Old Cheney. First, I do support Councilman Meginnis’ ordinance to delay the project and defer appropriated funds to other street projects throughout the city. The congestion at this intersection did not happen overnight but instead has occurred over a period of roughly twenty years as the City has continued to grow to the South. I believe there are more cost effective alternatives to building a $36 million dollar roundabout that have not yet been given consideration. Second, as City officials you have the responsibility to be fiscally responsible with taxpayer dollars. Moving forward with this project without giving full consideration to alternative ideas is not being fiscally responsible. I have attended most all of the public meetings concerning this project and a common thread that I observed during these meetings was not IF a roundabout was needed but instead what type of roundabout would best be suited to the area while minimizing impact to the area. When City leaders ask for public input they should then carefully consider all ideas before moving forward.

I live in this area and travel through this intersection many times each day and feel the same frustration that I’m sure other people do. Fact, Old Cheney Road between 14th & Old Cheney and Highway 77 is NOT designed to carry the amount of traffic that it does today and, I believe, is a major reason that traffic congestion is such an issue at this intersection during peak times. Closing Old Cheney Road on each side of the railroad crossing at approximately 7th & Old Cheney, which historically has been discussed in the past, would alleviate east and westbound through traffic at 14th & Old Cheney and re-direct traffic onto Warlick Boulevard which IS designed to handle the heavier traffic flow. Alleviating incoming traffic from the west on Old Cheney, possibly making surface improvements to the 14th & Old Cheney intersection, and better synchronization of traffic lights would greatly improve traffic flow through this intersection. Creating a cul-de-sac on each side of the railroad crossing would still allow access to both Wilderness Park on the west side of the closure and Wilmer’s Addition and Salt Valley View neighborhoods on the east side of the closure. I believe this could be accomplished at a much lower cost to the City short of building the proposed $36 million dollar elevated roundabout while having low or no impact to all stakeholders.

I plan to attend the October 21st public hearing concerning the ordinance to delay this project and to ask the Council to consider all alternatives to the project before a final decision would be made. Please reach out to me if you have any questions related to my letter. Thank you for serving the City of Lincoln.

Respectfully,

Scott A. Loos
5735 Limestone Rd
Lincoln, NE 68524
(402) 304-9093
loos_8891@yahoo.com
Members of the City Council

Lincoln, Nebraska

Dear Council member

It is disappointing to read in the newspaper that the council is leaning against putting the “fairness ordinance” on the November, 2020 ballot for a vote of the people.

Some proponents of the ordinance and its protections against discrimination offered Lincoln’s LGBTQ residents fear it will encounter rough sailing at the polls. To the contrary, signs point to a large turnout in November next year and one that is friendly to the aims of the Fairness Ordinance.

I urge the City Council to trust in the fairness of Lincolnites by scheduling a place on the ballot in 2020 for these needed protections against discrimination in housing, employment and public accommodations.

What good are protections when they’re on the shelf gathering dust?

Sincerely,

Bob

Bob Schreifl

5610 Pioneers Blvd. Lincoln, NE 68506
I am writing to express my deep dissatisfaction at your considering delaying the necessary changes to the 14th and Old Cheney intersection project. This intersection (group of intersections) is a mess and a safety hazard. As one who lives in that area and forced to drive through it multiple times a day, I know what gridlock it can be at times - and its NOT just during rush hours. It will only get worse with the increase in construction in the south area. Please don’t delay this! I voted for the increase in sales taxes so other street issues can be addressed, and I feel your bait and switch tactics on this Old Cheney project are a stab in my back. I fear if not addressed now the costs will only go up more and will never get done.

Please, please, please - get this done!

Jeanne Davis
605 Carlton Drive
402-904-3886
Once again politicians pass laws seeking to control law abiding citizens regarding transport of guns under the lie it’s a safety issue. Why is you liberals want to control and limit my freedoms? It does little to deter crime but restricts my right to have a gun in my vehicle. What’s wrong with you people? Is stupid the new norm?

George Love

Sent from My iPhone
Jane,

I suggested to Jamie that the industry work with those that haven’t came on-line yet. We have better luck with compliance if the industry works with each other. I don’t know if she has reached out to them, or not. Do you know? If you don’t, I can reach out to Jamie and ask.

There really isn’t a “special” permit process for these types of permits. It would be hard for officers to keep track of who is ok to be open and who is not. We have discussed adding a fee for paper submittals, but ideally this would be only on a few small retailers and for a short period of time so that LPD could reassign staff to do other work.

Tonya

From: Jane Raybould <JRaybould@lincoln.ne.gov>
Sent: Monday, October 14, 2019 4:41 PM
To: Tonya L. Peters <tpeters@lincoln.ne.gov>
Cc: Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Angela M. Birkett <ABirkett@lincoln.ne.gov>
Subject: Fw: Pawn Industry - Opening Sundays

Tonya,

I met with Jamie last week. What can we do to help those fur or five companies that have pawn licenses to get on the program? Or can we give a special permit to those stores that are in compliance so they can open up on Sundays?

Thank you.

Jane

From: Angela M. Birkett <ABirkett@lincoln.ne.gov>
Sent: Monday, October 14, 2019 4:01 PM
To: Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; ‘royforlincoln@gmail.com’ <royforlincoln@gmail.com>; Bennie R. Shobe <BShobe@lincoln.ne.gov>; Tammy J. Ward <TJWard@lincoln.ne.gov>; James M. Bowers <JBowers@lincoln.ne.gov>; Jane Raybould <JRaybould@lincoln.ne.gov>; Sandra J. Washington <SWashington@lincoln.ne.gov>; 'Richard Meginnis' <RMeginnis@NAIFMA.com>
Subject: FW: Pawn Industry - Opening Sundays

Please see the email below received via Council email. Thanks.

Angie Birkett
Office Coordinator
Lincoln City Council
555 South 10th St., Ste 111
Dear City Council,

I am Jamie Hogle and represent AAA Ultimate Pawn.

I am asking that you sponsor us to be able to be open on Sundays. Currently in the Municipal Code 5.34 (the part that regulates Pawn), section 5.34.80 states, The time between 12:00 midnight Saturday and 12:00 midnight Sunday shall not be considered in the enforcement of this chapter, nor shall any property be received as pledge or purchase by any dealer mentioned in this chapter between those hours.

We would like that section to be removed.

As you probably know, the original code was written in 1936 when many businesses were written to not be open on Sundays. Over the years, each of these groups of businesses have come before the City Council and separately had this provision removed from their parts of the code that pertain to them. We are asking that this be removed so we can be open on Sundays.

Originally in 2017, the owner, Trina Thomas, had reached out to Tonya Peters and asked about the Sundays issue and also Leads Online. Leads Online is the electronic transfer of all pawn transactions to LPD at the end of each day. It only makes sense because prior to its use, an employee from each pawn shop had to physically drive daily to LPD to turn in a copy of the daily business. At that time, Tonya Peters said that she wanted to change the code and to have both these items addressed.

We have been working with LPD on these two items for three years, but they decided to expand the businesses that transfer the info daily. They don’t want to change the code on the required use of Leads Online until they have all pawn shops, secondhand businesses and any other business that currently holds a pawn license (active or not) actively using Leads Online. We have used Leads Online from the start – we think it’s a great timesaver.

This is fine with us but while they are sorting things out with the use of Leads Online, we would like to be open on Sundays.

Would it be possible for this issue to be brought up before the City Council and changed?
Thank you for your time.

Sincerely,
Jamie Hogle
AAA Ultimate Pawn
C: 402-326-2020
Hello to all Council members. My name is Debby Brehm and I am a business owner that will be negatively affected by the disruption in the traffic flows if the Warlick roundabout starts soon. I am out of town or I would be there on Monday to express my views. My family owns WOOF! Dog Care Center at 1300 Infinity Court, approximately ½ block south of 14th and Pine Lake Road. We have been open for a little over two years and the public is finally finding us and thankfully our business is growing. It will be a huge disadvantage to us and other area businesses if Old Cheney is closed at the same time as the South Beltway is being constructed, as well as Saltillo being redone. In addition I know that the 56th and Yankee Hill roundabout is scheduled to start once Pine Lake is open. This will cut off another route to our business. All of these closures will force the traffic onto Pine Lake and I know how people WILL NOT drive through all of that traffic to bring their dogs to us. If Warlick is delayed until the South Beltway is built we can see how much traffic is diverted from that area and also how much traffic moves from Saltillo to the beltway. By then the roundabout at 56th and Yankee Hill should be completed, allowing traffic to drive on Yankee Hill again.

As a new business I hope that the Council will understand my concern and how delaying the construction of the roundabout will allow WOOF! and other area businesses to be successful. It is very difficult to survive in today’s business climate and I hope you Council members will do what you can to help us. I am not asking for you to stop the elevated roundabout, simply to delay it. I support all growth in Lincoln and realize how important good roads are, however when all the roads are closed in one area of Lincoln that isn’t conducive to helping businesses. Road construction in phases is the way to go.

Thank you for taking the time to read this email.

Sincerely,

Debby Brehm
Dear Lincoln City Council,

We live in Southern Lancaster County. My wife, son and myself daily commute to Lincoln. We are eager for the South Beltway project but the necessary detours while this project is being constructed is going to be a nightmare.

Attempting to do the 14th and Warlock project at the same time is going to make it even worse for thousands of us that commute to Lincoln as well as those living in South Lincoln. It will also be damaging to businesses in the area as access will be reduced, diverting potential and current customers away from these businesses.

We talk to a lot of people and I firmly believe the majority see and support the need for delaying this project until the South Beltway is completed. Allowing additional funding for other needed road repairs will be positively received by most Lincoln residents and commuters.

Thank you for paying attention to this very real concern. We are confident you will do the right thing and approve this much needed delay.

Thank you,

Joe, Sharon and Ryan Murray
24395 S. 68th
Firth, NE 68358
I have to voice my concern and opposition for this proposal. At a time when road conditions continue to deteriorate and spending to address repairs is sorely lacking, this project not only shows poor stewardship, it creates a perceived solution for a problem that doesn't exist. The council's continued failure to address the real problems facing Lincoln is disappointing but spending an obscene amount of money on this is just not right. I serve on the 33rd & Cornhusker committee and it's alarming how major projects in Lincoln are managed. Less than 20 years ago as a county employee in Mecklenburg County, North Carolina I worked on a team that brought the I-485 outer belt freeway in Charlotte to completion SEVEN years ahead of schedule. If Mayberry can do that, why not Lincoln? I recently attended one of the open house meetings for the roads sales tax and left shaking my head that not even one shovel will turn until October 2020 at the earliest. Olsson has some great people but they proceed according to the directives of elected and appointed officials. This roundabout is not what Lincoln needs to address a crumbling surface streets infrastructure.

James Bunch
5042 Knox Street
Lincoln, NE 68504
I consider it *vital* to the budget, safety and progress of this city to DELAY the ridiculously designed and costly roundabout at Old Cheney/Warlick.

While it is without a doubt that the intersection needs help, this monstrosity is NOT the answer. Please choose wisely and do not listen to the city-favored consultants or those who have drunk the koolaid of the presentations made. DELAY that construction post haste

Thank you
Anna Santana
Council member

I have attached a word document that I hope can be helpful in your decision on 14 Street and Old Cheney project. To me it is simple it’s about safety of 6000 cars a day and the passenger in those car. I would appreciate if someone would reach out to me. We have lived on old Cheney rd. since 1972.

Thank you for your service to the city of Lincoln
Paul and Kathy Ahrendt

Paul Ahrendt
Total Tool Supply, Inc.
Lincoln NE
www.totaltool.com
Tel: 402-476-6673
Mobile: 402-525-9718
Fax: 402-476-0049
I had one of the Salt Valley View Neighborhood Association Representatives stop by to tell me about the changes to the construction plan for the intersection of 14th & Old Cheney. I had heard there was talk about this but had not expected that the plan had changed so drastically and moved this far without significant input from city shareholders.

We moved to 940 Old Cheney Road in 1972 when it was still a dirt road. I was around when the city decided to keep Old Cheney a two lane road. I have had several vehicles wrecked while there was still parking on the north side of Old Cheney, prior to it moving to 35 miles per hour. I was a business owner in the Haymarket for thirty years and have served on many committees working with the city. I am emailing out of great concern as an active citizen and resident of the Salt Valley neighborhood and an Old Cheney Road property owner.

Now let me share some things that I have experienced living on Old Cheney:

- Have you ever followed an ambulance that had your daughter in it to the hospital after driving up on an accident on Old Cheney and Warlick?
- Have you been called to 14th Old Cheney to respond to a daughter that had just had an accident?
- Have you seen Old Cheney shut down for 6 to 8 hours while officers investigate a death?
- Have you woken up in the middle of the night to discover that a drunk driver has totaled your brand new car by smashing into it at 60 miles/hour?

I could add more but I think you can see that as a resident on this street, I have some information that may help you make a sound decision.

I don’t have any idea how we can afford to throw away all the money that has been spent to research and develop a plan for this intersection, to begin alterations to the land and the traffic flow. I would like someone to explain to our taxpayers how this is good use of our money. I am a fiscal conservative and I just don’t understand.

I have always believed that when you say you’re going to do something, you do it. That’s called integrity. I see NO integrity with the way this issue has been handled.

I also believe that a City Council person should have a concern for their constituents and others. I am not seeing care for us and for our interests, or even interest in this decision at all.

I would deeply appreciate if one of you would demonstrate your commitment to the citizens of Lincoln, particularly the residents of this area, and reach out to me. I would really deeply appreciate a response or explanation regarding decisions for the intersections of Old Cheney/Warlick/14th Street.

I can be contacted by phone cell 402-525-9718 or by e-Mail paul.ahrendt@totaltool.com
I plan to attend the meeting on the 21st but am not confident you will listen to the people you represent.

I thank you for serving on City Council and the time you give to the city.

Sincerely,

Paul Ahrendt
940 Old Cheney RD
402-525-9718
paul.ahrendt@totaltool.com
Dear City Council members,

Please delay the construction of the elevated roundabout for the following reason's,

1. The construction of the elevated roundabout will overlap with the construction of the south beltway. This will severely limit drivers' options to travel north and south through southwest Lincoln over the construction years (2-3 years). Despite assurances from the LTU that projects will be phased in order to avoid overlap, history tells a different story.

2. The quantity of traffic that uses this interchange are exaggerated and/or overlapping the numbers that are on the 14th&Old Cheney website. This is project is overkill given the data that studies presented. Even, 14th and Superior roundabout had to be downsized from 3 lanes to 2 lanes for safety. Not all studies are the best answer to solve intersection problems. This 14th & Warlick project has only had 2 deaths since 2002. While any traffic death is tragic, There are other areas of road safety that need to be a priority.

3. Have we had any contact with the businesses that will be effected by the construction. I believe the businesses in this area will suffer and may have to close there doors when the access to their businesses are very difficult to access. Think back to the business that suffered with 14th & Superior, Antelope Valley and P Street projects and West O (Harris Overpass)

4. Delaying the project will allow 19.4 million the City intends to spend on the roundabout to be diverted for badly needed street repairs in all four quadrants of Lincoln. Each year the City falls 26 million short in funding for road maintenance and new street construction, according to the Citizens Transportation Coalition. The revenue from the 1/4 cent sales tax will cover half of these needs, but there will be a 132 million annual gap even with the additional revue from the sales tax increase.

5. The proponents of the roundabout argue that construction cost for the roundabout will increase by 7% for each year that the project is delayed due to inflation, but the same is also true of the costs for street repairs. In five years, the gap to fund street repairs and construction will grow to 65 million (not including inflation). At the recent public hearings on how to spend the 1/4-cent sales tax, the community overwhelmingly voiced their opinion that arterial streets that are all-inclusive of the city need to be fixed. The 19.4 million that will be save from delaying this project can go toward fixing these arterial streets.

6. The latest estimated cost to construct 14th and Warlick elevated roundabout is 36 million, but that does not factor in how much it will cost for utility relocation and additional right-of-way-acquisition. Further acquisition of right-of way is contrary to the goal to "minimize private land taken for the project" according the website. In addition, there have only been 2 elevated roundabouts built in the US (in Indiana and New York), so there is no a good historical track record on which to obtain accurate construction costs.

Please support the delay of this project for a better and less costly option for this intersection.

Thank you for your consideration,
Concerned Constituent,
Cory Hoagstrom
This roundabout is needed for the southwest side of the city because of the traffic congestion, safety factors and the money has already been approved for the project. I don’t believe that stealing from peter to pay Paul is a way to run the city. The money people voted for should be used for all city streets that are being used now not new ones. This is a last minute ditch effort for some reason unknown to pull the plug and if this is pulled you know it will never happen. This has been in the making for at least 20 years and is not a fly by night seat of your pants project. It will not interfere with south beltway project and traffic will be open during construction it may be a headache at times but it is a big one right now also and it will only get bigger. We have to dedicate the wheel tax and the extra tax money exclusively to our existing city streets. Thank you.

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