IN LIEU OF
DIRECTORS’ ORGANIZATIONAL MEETING
Monday, October 28, 2019

I. MAYORS OFFICE
1. Fiscal Impact Statement LTU/Solid Waste Operations

II. DIRECTORS CORRESPONDENCE
PLANNING DEPARTMENT
1. Final Action dated October 17, 2019
2. Action dated October 16, 2019
3. Administrative Approvals from October 15, 2019 through October 21, 2019

FINANCE
1. October Sales Tax Report reflecting August sales

URBAN DEVELOPMENT
1. Street & Alley Vacation No. 19006

III. CONSTITUENT CORRESPONDENCE
1. Proposed 14th and Warlick Roundabout - Arnold Wassenberg
2. Proposed 14th and Warlick Roundabout - Scott Vyskocil
3. Proposed 14th and Warlick Roundabout - Michaela Harrison
4. Proposed 14th and Warlick Roundabout - Joni Mueller
5. Proposed 14th and Warlick Roundabout - Jon Rademacher
6. Proposed 14th and Warlick Roundabout - Robin Konigsmark
7. Proposed 14th and Warlick Roundabout - Jeff Munns
8. Proposed 14th and Warlick Roundabout - Jim Determan
   Staff response provided by Councilman Bowers
9. Proposed 14th and Warlick Roundabout - Kathryn Ponte-Hamersky
10. Proposed 14th and Warlick Roundabout - Kathleen L. Wiens
11. Proposed 14th and Warlick Roundabout - Elaine Boswell
12. Proposed 14th and Warlick Roundabout - Mark Freeouf
13. Claim Against the City - Lisa London
14. Proposed 14th and Warlick Roundabout - Colten Zamrzla
15. Proposed 14th and Warlick Roundabout - Wade Johnson
16. Proposed 14th and Warlick Roundabout - Lewis Linkugel
17. Proposed 14th and Warlick Roundabout - Darlene Starman
18. Proposed 14th and Warlick Roundabout - Robin Eschliman
19. Dangerous Intersections - Lincoln Zehr
   Staff response provided by Lonnie Burkland, Assistant Director, LTU
20. Proposed 14th and Warlick Roundabout - Kent Thompson
21. Proposed 14th and Warlick Roundabout - Lucas Tieso
22. Proposed 14th and Warlick Roundabout - Jon Herms
23. Proposed 14th and Warlick Roundabout - Arnold Wassenberg
24. Proposed 14th and Warlick Roundabout - Patricia Eiche
25. Proposed 14th and Warlick Roundabout - Darlene Fletcher
26. Proposed 14th and Warlick Roundabout - Robert Panzer
27. Proposed 14th and Warlick Roundabout - Taylor Wyatt, Home Builders Association of Lincoln
28. Proposed 14th and Warlick Roundabout - Wanda Caffrey
29. Proposed 14th and Warlick Roundabout - Pam and Dale Gadeken
30. Proposed Gun Ordinance - Rick W.
31. Proposed 14th and Warlick Roundabout - Lincoln Zehr
32. Proposed 14th and Warlick Roundabout - John Hoppe
33. Proposed 14th and Warlick Roundabout - Thomas Hawco
34. Proposed 14th and Warlick Roundabout - Carolyn Berges
35. Fire Arm Storage - Wanda Mecone
36. Proposed 14\textsuperscript{th} and Warlick Roundabout - Eric Gurley
37. Proposed 14\textsuperscript{th} and Warlick Roundabout - Mike DeKalb
38. Lincoln Water Billing On-line Pay - Edward Boone
   Staff response provided by Lin Quenzer, City Ombudsman
39. Downtown Parking - R. Tuttle
40. Proposed 14\textsuperscript{th} and Warlick Roundabout - Joni Mueller
41. Proposed 14\textsuperscript{th} and Warlick Roundabout - Dave Ellingson
42. Proposed Gun Ordinance - Barb Biffle
43. Request to delay SP19038 - Tom Huston on behalf of the applicant
# FISCAL IMPACT STATEMENT

**DEPARTMENT/DIVISION:** LTU/ Solid Waste Operations  
**DATE:** October 9, 2019

## NEED
This request seeks approval to move funding from equipment purchase (capital outlay) and to appropriate unappropriated cash to contract services covering the additional cost of collection of recyclables from the City’s recycle collection sites. The additional cost will be incurred because of the need for alternative collection services as a result of our previous collection contractor, Von Busch and Sons, terminating their contract with the City.

In order to provide continuous service to our residents, we are amending an existing contract, to provide recycle sites’ collection. The amount requested supplements funds already budgeted for this activity and provides funding until August 31, 2020.

This will also allow time to re-bid the service for our next fiscal year(s).

This fiscal impact statement eliminates the purchase of an articulated dump truck and a dump truck freeing $647,000. An additional $103,000 will be paid with unappropriated cash from the Solid Waste Operating Fund.

### FUTURE IMPACT:

<table>
<thead>
<tr>
<th>Ongoing</th>
<th>Limited</th>
</tr>
</thead>
</table>

**Projected Completion Date:** Will be rebid by 8/31/2020

## REVENUES GENERATED

<table>
<thead>
<tr>
<th>Revenues Generated</th>
<th>Legislative Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td>City</td>
<td>Yes ☐</td>
</tr>
<tr>
<td>County</td>
<td>Yes ☐</td>
</tr>
<tr>
<td>State</td>
<td>Yes ☐</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LEGISLATIVE CHANGES</th>
</tr>
</thead>
<tbody>
<tr>
<td>No x</td>
</tr>
<tr>
<td>No x</td>
</tr>
<tr>
<td>No x</td>
</tr>
</tbody>
</table>

## IMPACT

<table>
<thead>
<tr>
<th>Current Fiscal Year</th>
<th>Next Fiscal Year Annualized</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERSONNEL (full time equivalents)</td>
<td></td>
</tr>
<tr>
<td>PERSONNEL (cost) business unit: Object code description</td>
<td></td>
</tr>
<tr>
<td>SUPPLIES business unit: Object code description</td>
<td></td>
</tr>
<tr>
<td>OTHER SERVICES &amp; CHARGES business unit: Object code description</td>
<td>$647,000</td>
</tr>
<tr>
<td>Additional collection expenditures</td>
<td>$750,000</td>
</tr>
<tr>
<td>EQUIPMENT business unit:</td>
<td></td>
</tr>
<tr>
<td>-------------------------</td>
<td>------</td>
</tr>
<tr>
<td>object code</td>
<td>description</td>
</tr>
<tr>
<td>79805 6073 15002 Articulated Dump Truck</td>
<td></td>
</tr>
<tr>
<td>79865 6076 15757 Dump Truck</td>
<td>($172,000)</td>
</tr>
<tr>
<td>Unappropriated Cash</td>
<td>$103,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL EXPENDITURES</th>
<th></th>
<th>Re-bid</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$647,000</td>
<td></td>
</tr>
</tbody>
</table>

SOURCE OF REVENUES  Solid Waste Operations Fund

DIRECTOR  DATE  10-9-2019
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.

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.
TO: Mayor Leirion Gaylor Baird  
Lincoln City Council  

FROM: Geri Rorabaugh, Planning  

DATE: October 17, 2019  

RE: Notice of final action by Planning Commission: October 16, 2019  

Please be advised that on October 16, 2019, the Lincoln City-Lancaster County Planning Commission adopted the following resolutions:

Resolution PC-01676, approving SPECIAL PERMIT 19045, to allow for the reconstruction of an existing garage with setback waivers, on property legally described as the South 77 feet of Lot 20, Block 4, Sheridan Place, located in the SE 1/4 of Section 36-10-6, Lincoln, Lancaster County, Nebraska, generally located at 2672 Sewell Street.

The Planning Commission action on this application is final, unless appealed to the City Council by filing a notice of appeal with the Planning Department 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. SP19045). The Resolution and Planning Department staff report are in the “Related Documents” under the application number.
**ACTION BY PLANNING COMMISSION**

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, October 16, 2019, 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.

**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, October 16, 2019

[Commissioners Campbell and Finnegan absent]

Approval of minutes of the regular meeting held October 2, 2019. **APPROVED: 7-0; (Campbell and Finnegan absent)**

1. CONSENT AGENDA
   (Public Hearing and Administrative Action):

   ANNEXATION AND RELATED ITEMS:

   1.1a ANNEXATION 19008, to amend The Woodlands at Yankee Hill PUD (Planned Unit Development) by annexing approximately 15.97 acres, more or less, on property generally located at South 84th Street and Yankee Woods Drive.

   Staff recommendation: Conditional Approval
   Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
   Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 2, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.
1.1b CHANGE OF ZONE 05068F, from AG (Agricultural District) to R-3 (Residential District) PUD (Planned Unit Development), to expand The Woodlands at Yankee Hill PUD by approximately 15.97 acres to allow for an additional 47 dwelling units, on property generally located at South 84th Street and Yankee Woods Drive.

Staff recommendation: Conditional Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 2, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.

CHANGE OF ZONE AND RELATED ITEMS:

1.2 CHANGE OF ZONE 2463F, from O-2 (Suburban Office District) to B-2 (Planned Neighborhood Business District), to amend the PUD (Planned Unit Development) to include an adjacent property to the east, on property generally located at 4747 Old Cheney Road.

Staff recommendation: Conditional Approval
Staff Planner: Dessie Redmond, 402-441-6373, dredmond@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 8, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.

1.3a CHANGE OF ZONE 19022, from R-2 (Residential) to R-2 (Residential-Landmark Designation), on property generally located at 3460 East Pershing Road.

Staff recommendation: Approval with Preservation Guidelines
Staff Planner: Ed Zimmer, 402-441-6360, ezimmer@lincoln.ne.gov
Planning Commission recommendation: APPROVAL OF PRESERVATION GUIDELINES: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.

1.3b SPECIAL PERMIT 18044, to allow for the construction of a detached garage, with waivers regarding height, lot and area, and other zoning restrictions, on a newly designated historic landmark, being property generally located at 3460 East Pershing Road.

Staff recommendation: Approval with Preservation Guidelines
Staff Planner: Ed Zimmer, 402-441-6360, ezimmer@lincoln.ne.gov
Planning Commission recommendation: APPROVAL OF PRESERVATION GUIDELINES: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.
1.4a CHANGE OF ZONE 19025, from R-5 (Residential District) to R-6 (Residential District), on property generally located at 4000 Huntington Avenue and 3711 Baldwin Avenue.

Staff recommendation: Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: APPROVAL: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is currently pending until such time the associated Street and Alley Vacation 19007 is scheduled.

1.4b STREET & ALLEY VACATION 19007, to vacate the North 40th Street right-of-way from the north line of Huntington Avenue to the south line of Baldwin Avenue, generally located adjacent to 4000 Huntington Avenue and 3711 Baldwin Avenue.

Staff recommendation: Conforms to the Comprehensive Plan
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: Conforms to the Comprehensive Plan: 7-0, (Campbell and Finnegan 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.

SPECIAL PERMIT:

1.5 SPECIAL PERMIT 19045, to allow for the reconstruction of an existing garage with setback waivers, on property generally located at 2672 Sewell Street. The Planning Commission action is final, unless appealed to the Lincoln City Council. *** FINAL ACTION ***

Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov
Planning Commission ‘final action’: CONDITIONAL APPROVAL, as set forth in the staff report dated October 3, 2019: 7-0 (Campbell and Finnegan absent). Resolution No. PC-01676.

1.6 PRE-EXISTING USE PERMIT 3AI, for an amendment to the Gateway Shopping Center Use Permit, with waivers to maximum building height, parking requirements, and setbacks, on property generally located at 225 North Cotner Boulevard.

Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the amended conditions of the staff report dated October 3, 2019, as agreed upon by the applicant: 7-0 (Campbell and Finnegan absent).

Public hearing before the City Council is tentatively scheduled for Monday, November 18, 2019, 3:00 p.m.
MISCELLANEOUS:

1.7 MISCELLANEOUS 19003, to vacate a final plat, on property generally located at North 148th Street and Havelock Avenue.
   Staff recommendation: Conditional Approval
   Staff Planner: Tom Cajka, 402-441-5662, tcajka@lincoln.ne.gov
   Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the staff report dated October 1, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the County Board is currently pending.

2. REQUESTS FOR DEFERRAL: None.

3. ITEMS REMOVED FROM CONSENT AGENDA: None.

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION:

   COMPREHENSIVE PLAN CONFORMANCE:

   4.1 COMPREHENSIVE PLAN CONFORMANCE 19013, to review the proposed Lancaster County Road and Bridge Construction Program, Fiscal Year 2020 and 2021-2025, as to conformance with the 2040 Lincoln-Lancaster County Comprehensive Plan.
   Staff recommendation: In Conformance with the Comprehensive Plan
   Staff Planner: Allan Zafft, 402-6369, azafft@lincoln.ne.gov
   Planning Commission recommendation: Conforms to the Comprehensive Plan: 7-0, (Campbell and Finnegan absent). Public hearing before the County Board is scheduled for Tuesday, October 29, 2019, at 6:30 p.m.

   COMPREHENSIVE PLAN AMENDMENT AND RELATED ITEMS:

   4.2a COMPREHENSIVE PLAN AMENDMENT 19001, to amend the Lincoln-Lancaster County Comprehensive Plan to include changes to revise the Future Land Use Map and commercial center designations on approximately 150 acres, more or less, generally located at the SW corner of North 27th Street and Arbor Road.
   Staff recommendation: Approval
   Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
   Planning Commission recommendation: APPROVAL, as set forth in the amended staff report dated October 8, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.

   4.2b ANNEXATION 19001, associated with the proposed Stone Bridge Creek Commercial PUD (Planned Unit Development), on property generally located at the SW corner of North 27th Street and Arbor Road.
   Staff recommendation: Conditional Approval
   Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
   Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the conditions of the amended staff report dated October 8, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.
4.2c CHANGE OF ZONE 19002, Stone Bridge Creek Commercial PUD (Planned Unit Development), for a change of zone from AG (Agricultural District), B-2 (Planned Neighborhood Business District), R-3 (Residential District) and I-3 (Employment Center District) to R-3 PUD (Planned Unit Development) that will include up to 850,000 square feet of commercial floor area, 1,102 multi-family dwelling units, and 50 single-family dwelling units, for approval of a development plan which proposes modifications to the Zoning and Subdivision Ordinances, on property generally located at the SW corner of North 27th Street and Arbor Road.

Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov
Planning Commission recommendation: CONDITIONAL APPROVAL, as set forth in the amended conditions of the staff report dated October 8, 2019: 7-0 (Campbell and Finnegan absent). Public hearing before the City Council is tentatively scheduled for Monday, November 4, 2019, 3:00 p.m.

* * * * * * * * * *

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

* * * * * * * * * *

Adjournment 4:06 p.m.

PENDING LIST:

Special Permit 18045, to allow for a County AG (Agricultural District) CUP (Community Unit Plan), consisting of 148.49 acres, more or less, for 9 single family acreage lots on property generally located at North 14th Street and Rock Creek Road.

Preliminary Plat 18002, to add 430 residential lots on approximately 152.1 acres, more or less, on property generally located at the SW corner of West Old Cheney Road and South Folsom Street.
Memorandum

Date: ✦ October 22, 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 15, 2019 through October 21, 2019:

Administrative Amendment 19034 to Use Permit 56F, N. 27th & Cornhusker, approved by the Planning Director on October 15, 2019, to increase the allowable floor area to accommodate interior mezzanines for Building A and revise the land use for Building B to allow mini-warehouse and retail, located at N. 27th St. and Cornhusker Hwy.

Administrative Amendment 18084 to Final Plat 18028, Yankee Hill Townhomes 2nd Addition, approved by the Planning Director on October 21, 2019, to add missing curve data for a portion of the common line between Outlots A and B, located at S. 84th St. and Yankee Hill Rd.
FY 2019-20 Projected vs Actual Net Sales Tax

<table>
<thead>
<tr>
<th></th>
<th>Projected</th>
<th>Actual</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$5,000,000</td>
<td>$5,500,000</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$5,500,000</td>
<td>$6,000,000</td>
</tr>
</tbody>
</table>
### Actual Compared to Projected Sales Tax Collections

<table>
<thead>
<tr>
<th>Month</th>
<th>Projected</th>
<th>Actual</th>
<th>From Projected</th>
<th>$ Change</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$6,455,152</td>
<td>$6,799,287</td>
<td>$344,135</td>
<td>$395,048</td>
<td>6.17%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$6,745,501</td>
<td>$7,079,014</td>
<td>$333,513</td>
<td>$269,098</td>
<td>3.95%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$6,680,185</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$6,400,511</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JANUARY</td>
<td>$6,399,290</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$7,692,336</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARCH</td>
<td>$6,014,461</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,853,915</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAY</td>
<td>$6,989,551</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUNE</td>
<td>$6,595,173</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JULY</td>
<td>$6,641,288</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUGUST</td>
<td>$7,049,125</td>
<td>$0</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$79,516,488</strong></td>
<td><strong>$13,878,301</strong></td>
<td><strong>$677,648</strong></td>
<td><strong>$664,146</strong></td>
<td><strong>5.03%</strong></td>
</tr>
</tbody>
</table>

Actual collections for the fiscal year to date are 5.13% over projections for the year.
## CITY OF LINCOLN

### GROSS SALES TAX COLLECTIONS (WITH REFUNDS ADDED BACK IN)

#### 2015-2016 THROUGH 2019-2020

<table>
<thead>
<tr>
<th></th>
<th>ACTUAL 2015-16</th>
<th>ACTUAL 2016-17</th>
<th>ACTUAL 2017-18</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2018-19</th>
<th>% CHG. FR. PRIOR YEAR</th>
<th>ACTUAL 2019-20</th>
<th>% CHG. FR. PRIOR YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$6,041,963</td>
<td>$6,265,764</td>
<td>$6,386,734</td>
<td>1.93%</td>
<td>$6,457,192</td>
<td>1.10%</td>
<td>$6,927,862</td>
<td>7.29%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$6,089,519</td>
<td>$6,598,756</td>
<td>$6,811,452</td>
<td>3.22%</td>
<td>$6,817,440</td>
<td>0.09%</td>
<td>$7,116,483</td>
<td>4.39%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$6,266,119</td>
<td>$6,471,721</td>
<td>$6,537,754</td>
<td>1.02%</td>
<td>$6,637,486</td>
<td>1.53%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$5,876,792</td>
<td>$6,128,386</td>
<td>$6,371,026</td>
<td>3.96%</td>
<td>$6,493,888</td>
<td>1.93%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JANUARY</td>
<td>$5,651,337</td>
<td>$6,285,444</td>
<td>$6,432,363</td>
<td>2.34%</td>
<td>$6,516,808</td>
<td>1.31%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$7,137,154</td>
<td>$7,293,928</td>
<td>$7,459,132</td>
<td>2.26%</td>
<td>$7,386,107</td>
<td>-0.98%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARCH</td>
<td>$5,392,157</td>
<td>$5,521,761</td>
<td>$5,930,406</td>
<td>7.40%</td>
<td>$5,981,967</td>
<td>0.87%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,426,539</td>
<td>$5,639,028</td>
<td>$5,618,037</td>
<td>-0.37%</td>
<td>$5,586,708</td>
<td>-0.56%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAY</td>
<td>$6,494,521</td>
<td>$6,708,815</td>
<td>$6,759,407</td>
<td>0.75%</td>
<td>$6,623,556</td>
<td>-2.01%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUNE</td>
<td>$6,030,654</td>
<td>$6,255,952</td>
<td>$6,325,718</td>
<td>1.12%</td>
<td>$6,721,994</td>
<td>6.26%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JULY</td>
<td>$6,000,464</td>
<td>$6,440,709</td>
<td>$6,644,137</td>
<td>3.16%</td>
<td>$6,804,001</td>
<td>2.41%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUGUST</td>
<td>$6,657,168</td>
<td>$6,736,493</td>
<td>$6,770,977</td>
<td>0.51%</td>
<td>$7,199,568</td>
<td>6.33%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$73,064,387</td>
<td>$76,346,757</td>
<td>$78,047,143</td>
<td>2.23%</td>
<td>$79,226,715</td>
<td>1.51%</td>
<td>$14,044,345</td>
<td>5.80%</td>
</tr>
</tbody>
</table>
### CITY OF LINCOLN
### SALES TAX REFUNDS
### 2015-2016 THROUGH 2019-2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Actual 2015-2016</th>
<th>Actual 2016-2017</th>
<th>% CHG. FROM PRIOR YEAR</th>
<th>Actual 2017-2018</th>
<th>% CHG. FROM PRIOR YEAR</th>
<th>Actual 2018-2019</th>
<th>% CHG. FROM PRIOR YEAR</th>
<th>Actual 2019-2020</th>
<th>% CHG. FROM PRIOR YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>($105,779)</td>
<td>($217,212)</td>
<td>-54.77%</td>
<td>($98,235)</td>
<td>-46.09%</td>
<td>($52,954)</td>
<td>-142.81%</td>
<td>($128,575)</td>
<td>142.81%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>($94,343)</td>
<td>($31,712)</td>
<td>-2.50%</td>
<td>($30,920)</td>
<td>-8.20%</td>
<td>($7,524)</td>
<td>-75.66%</td>
<td>($37,469)</td>
<td>397.97%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>($83,553)</td>
<td>($81,460)</td>
<td>-98.87%</td>
<td>($923)</td>
<td>218.96%</td>
<td>($2,944)</td>
<td>218.96%</td>
<td>($35,446)</td>
<td>1104.01%</td>
</tr>
<tr>
<td>DECEMBER</td>
<td>($43,624)</td>
<td>($79,179)</td>
<td>-41.44%</td>
<td>($46,365)</td>
<td>-26.36%</td>
<td>($58,585)</td>
<td>26.36%</td>
<td>($35,446)</td>
<td>1104.01%</td>
</tr>
<tr>
<td>JANUARY</td>
<td>($98,310)</td>
<td>($294,431)</td>
<td>29.04%</td>
<td>($379,926)</td>
<td>-9.94%</td>
<td>($342,169)</td>
<td>-9.94%</td>
<td>($342,169)</td>
<td>-9.94%</td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>($276,479)</td>
<td>($90,752)</td>
<td>-99.21%</td>
<td>($719)</td>
<td>4497.22%</td>
<td>($33,054)</td>
<td>4497.22%</td>
<td>($33,054)</td>
<td>4497.22%</td>
</tr>
<tr>
<td>MARCH</td>
<td>($39,620)</td>
<td>($92,105)</td>
<td>-46.32%</td>
<td>($49,445)</td>
<td>-17.80%</td>
<td>($40,643)</td>
<td>-17.80%</td>
<td>($40,643)</td>
<td>-17.80%</td>
</tr>
<tr>
<td>APRIL</td>
<td>($75,796)</td>
<td>($29,707)</td>
<td>38.96%</td>
<td>($41,280)</td>
<td>-23.78%</td>
<td>($31,464)</td>
<td>-23.78%</td>
<td>($31,464)</td>
<td>-23.78%</td>
</tr>
<tr>
<td>MAY</td>
<td>($105,297)</td>
<td>($67,726)</td>
<td>34.77%</td>
<td>($91,272)</td>
<td>-54.47%</td>
<td>($41,555)</td>
<td>-54.47%</td>
<td>($41,555)</td>
<td>-54.47%</td>
</tr>
<tr>
<td>JUNE</td>
<td>($152,053)</td>
<td>($83,394)</td>
<td>-38.52%</td>
<td>($51,268)</td>
<td>-74.28%</td>
<td>($13,186)</td>
<td>-74.28%</td>
<td>($13,186)</td>
<td>-74.28%</td>
</tr>
<tr>
<td>JULY</td>
<td>($55,289)</td>
<td>($1,932)</td>
<td>178.85%</td>
<td>($347,486)</td>
<td>1104.01%</td>
<td>($29,772)</td>
<td>1104.01%</td>
<td>($29,772)</td>
<td>1104.01%</td>
</tr>
<tr>
<td>AUGUST</td>
<td>($312,528)</td>
<td>($17,202)</td>
<td>460.81%</td>
<td>($96,471)</td>
<td>-90.27%</td>
<td>($9,385)</td>
<td>-90.27%</td>
<td>($9,385)</td>
<td>-90.27%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>($1,442,671)</td>
<td>($1,086,812)</td>
<td>13.57%</td>
<td>($1,234,310)</td>
<td>-46.27%</td>
<td>($663,236)</td>
<td>-46.27%</td>
<td>($201,490)</td>
<td>217.70%</td>
</tr>
</tbody>
</table>

Year to date vs. previous year
<table>
<thead>
<tr>
<th></th>
<th>ACTUAL 2015-16</th>
<th>ACTUAL 2016-17</th>
<th>ACTUAL 2017-18</th>
<th>% CHG. FROM PRIOR YEAR</th>
<th>ACTUAL 2018-19</th>
<th>% CHG. FROM PRIOR YEAR</th>
<th>ACTUAL 2019-20</th>
<th>% CHG. FROM PRIOR YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>SEPTEMBER</td>
<td>$5,936,184</td>
<td>$6,048,552</td>
<td>$6,288,498</td>
<td>3.97%</td>
<td>$6,404,239</td>
<td>1.84%</td>
<td>$6,799,287</td>
<td>6.17%</td>
</tr>
<tr>
<td>OCTOBER</td>
<td>$5,995,177</td>
<td>$6,567,045</td>
<td>$6,780,531</td>
<td>3.25%</td>
<td>$6,809,916</td>
<td>0.43%</td>
<td>$7,079,014</td>
<td>3.95%</td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>$6,182,565</td>
<td>$6,390,261</td>
<td>$6,536,831</td>
<td>2.29%</td>
<td>$6,634,499</td>
<td>1.49%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECEMBER</td>
<td>$5,833,168</td>
<td>$6,049,207</td>
<td>$6,324,661</td>
<td>4.55%</td>
<td>$6,435,303</td>
<td>1.75%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JANUARY</td>
<td>$5,553,027</td>
<td>$5,991,013</td>
<td>$6,052,437</td>
<td>1.03%</td>
<td>$6,174,639</td>
<td>2.02%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>$6,860,675</td>
<td>$7,203,175</td>
<td>$7,458,413</td>
<td>3.54%</td>
<td>$7,353,053</td>
<td>-1.41%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARCH</td>
<td>$5,352,537</td>
<td>$5,429,656</td>
<td>$5,880,960</td>
<td>8.31%</td>
<td>$5,941,323</td>
<td>1.03%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>APRIL</td>
<td>$5,350,744</td>
<td>$5,609,320</td>
<td>$5,576,757</td>
<td>-0.58%</td>
<td>$5,555,244</td>
<td>-0.39%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MAY</td>
<td>$6,389,224</td>
<td>$6,641,089</td>
<td>$6,668,135</td>
<td>0.41%</td>
<td>$6,582,001</td>
<td>-1.29%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUNE</td>
<td>$5,878,601</td>
<td>$6,172,558</td>
<td>$6,274,450</td>
<td>1.65%</td>
<td>$6,708,808</td>
<td>6.92%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JULY</td>
<td>$5,945,175</td>
<td>$6,438,777</td>
<td>$6,296,651</td>
<td>-2.21%</td>
<td>$6,774,229</td>
<td>7.58%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AUGUST</td>
<td>$6,344,640</td>
<td>$6,719,292</td>
<td>$6,674,506</td>
<td>-0.67%</td>
<td>$7,190,183</td>
<td>7.73%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>$71,621,717</td>
<td>$75,259,945</td>
<td>$76,812,830</td>
<td>2.06%</td>
<td>$78,563,436</td>
<td>2.28%</td>
<td>$13,878,301</td>
<td>5.03%</td>
</tr>
</tbody>
</table>

Year to date vs. previous year
The adjacent property owners have made a request to vacate the North 142 feet of the north-south alley in the block bound by 9th, 10th, M and L Streets. It is a 16' x 142' foot strip approximately 2,272 square feet in size and will be split between two adjacent property owners. The area was viewed by the writer and is a bricked alley with large utility poles located within the vicinity. It is assumed both adjacent property owners will sell the once vacated alley to a developer who plans to build a student housing facility on the site. The alley can currently be accessed by both M and L Streets and with the proposed development will stop at the south end of the east-west alley that outlets onto 10th Street. The east-west alley will remain in the future for access. Staff report shows a sewer line and LES utilities in the alley and both are to be retained according to comments in the report. The utilities will need to be relocated at the time of the future site projects, and it is assumed relocation costs will be paid for by the developer.

The writer has knowledge of land values from current and previous projects in the vicinity and estimates the value in the range of $45.00/sf. As such, it is expected that any purchaser would only be willing to pay a nominal amount for assemblage of an unbuildable parcel with their own property. The area itself is not buildable as stand alone parcels but has value as assemblage with the adjacent properties for the project. Since utility easements will be retained in the alley until such time as they are relocated, 20% of the underlying land value is considered appropriate for assemblage purposes. The area to be vacated is calculated as follows:

East ½ of North 142 feet - 1,136 sq ft x $45.00 x 20% = $10,224
West ½ of North 142 feet - 1,136 sq ft x $45.00 x 20% = $10,224

Grand total - 2,272 square feet = $20,448

Therefore, if the area is to be vacated, it is recommended that the area be sold to the applicants for a grand total of $20,448 and split equally between both adjacent property owners.

Respectfully submitted,

Michelle R. Backemeyer
Real Estate & Relocation Assistance Agent
Dear Council Members:
As stewards of the people’s money, I urge you to postpone the construction of the elevated roundabout near 14th and Warlick Blvd. After you just raised taxes, you should spend only on necessary and needed road repairs. This project can wait until the city is a little better heeled. You should have prioritized this project instead of building all those roundabouts on Yankee Hill Rd.
Thank you for your attention.

H. Arnold Wassenberg
P: 402-489-4645
E: Arnold@WasscoLLC.com
www.WasscoLLC.com
I am in favor of delaying the roundabout project at 14th and Old Cheney.
I addition, utilizing that funding to repair and/or improve other streets around the city - applying the funding evenly in all quadrants of the city.
I agree there needs to be a solution at 14th and Old Cheney – but it is time to take hit pause on this project, what is the hurry?

My reasoning as follows and my apologies if I making incorrect assumptions:

- As you know, there numerous streets around Lincoln that need repair and improvements. The recent tax increase dedicated to streets will not come close to what is actually needed throughout the city.
- We got behind on street repair /improvements quite a while ago because of the Antelope Valley project – now we are looking at $36 to $40 million for one intersection, before we can even make progress on higher priority street needs. I certainly understand we will probably always be paying catch up – but now seems to present a good opportunity to tighten that gap to a degree.
- The south beltway project is about to begin as well. I am assuming coordination of construction scheduling/timing for both of these projects being underway at the same time was not considered. This is going to cause issues the southwest part of Lincoln. Which is on par for the City Public Works/Streets – they live in their own bubble and do not take into consideration anything outside of their own project that would otherwise further impede, slow traffic and delay a project.
- Timing; this is a two year project and the beltway about 3 or 4. As everyone knows the City rarely hits target dates on these types of projects, Pine Lake Road (56th to 70th) still closed, Old Cheney (70th to 84th), P St., etc. – as well all these projects have been over engineered – including the 14th and Old Cheney round about.
- I understand the delay would increase the cost if done later, however all things considered, delaying this project and using the funding to repair and improve streets all over Lincoln is worth it.
- I would respectfully ask that all City Council members consider logic over politics at this point.

Thank you.
Scott Vyskocil
Lincoln City Council  
555 S. 10th Street  
Lincoln, NE 68508  

October 16, 2019  

Members of the City Council:  

The intersections of 14th Street, Warlick Boulevard and Old Cheney Road are some of the best access points to southwest Lincoln from Hwy. 77. The intersections are overwhelmed with the added traffic from local businesses and schools surrounding the area. Construction of the South Beltway will restrict access to Lincoln along Saltillo, making it important to keep the 14th/Warlick/Old Cheney intersections open until the Beltway is complete.  

The Home Builders Association of Lincoln (HBAL) is supportive of a solution to fix the intersections of 14th/Warlick/Old Cheney. However, we urge the City Council to vote in favor of Councilman Meginnis’ ordinance to eliminate appropriations and transfer the unspent cash from the 14th/Warlick/Old Cheney Road Project to the Transportation System Optimization Project and Impact Fees (District 7) which would delay the construction of the proposed round-about.  

We feel the delay is important to keep accessibility to Hwy. 77 and for the southwest quadrant of the City while there is restricted access due to the South Beltway construction. The redirection of $19.4M from this project could be used for street improvements to 27th Street, which is still a two-lane road 1/2 mile south of Yankee Hill Road and will become a connecting point to the South Beltway. Other arterials which will see an increase in traffic from the completion of the South Beltway could also benefit from the redirection of the funds. Thank you for your consideration.  

Sincerely,  

Denny Van Horn, HBAL President  

Michaela Harrison, HBAL Executive Vice President
The roundabout is very important to the Southwest of Lincoln to insure the safety and relieve the traffic congestion and saving lives of our citizens. It is a plus for people who like to bike that will finally have a safe path to ride on. The 7 intersections can’t handle the 40000 cars that drive through it daily and if you kick the can it will only make the matter unbearable and will we be able to handle it then? The money has already been approved by the previous city council for this project I implore you to follow their path to keep this project on schedule. Thank you for your time.

Joni mueller
--
Sent from Gmail Mobile
I support Councilman Meginnis’ proposal to delay construction on the 14th & Warlick roundabout.

His reasoning is sound, given the anticipated construction of the south beltway. The roundabout funds can and should be temporarily redirected to fixing existing city streets – there’s no shortage of them that need repair.

Jon Rademacher, CRS
Nebraska Realty
Performance Property Management
6301 S 58th St
Lincoln NE 68516
402.416.8582
www.JonRademacher.com
www.PPMLincoln.com
Jon@JonRademacher.com
Realtor * Property Management
Council members please do not defund the project for this intersection! This project has been a topic for many years and we in the nearby neighborhood have waited for the solution to come to reality! There is way too many cars that travel through these intersections every day to not do something in this area.

I truly do not think the south beltway is going to eliminate that many cars. As street engineers have explained to us in the past people take the straight, less resistant path than to go out and around. There is proof of this already with most cars traveling Old Cheney versus the 4 lane Warlick Blvd to highway 77.

Please maybe you should spend some time out at these intersections and just observe all the traffic. And it’s not just morning & evening travel. Sometimes at 7pm it’s very hard for us to get out of our neighborhood with all the traffic.

Please vote to move forward with this road improvement!

Robin Konigsmark

Sent from my iPhone
Council Members,

As a Lincoln Business for over 30 years, located on Old Cheney & 16th, we carry a balanced prospective regarding traffic in our neighborhood. The current traffic pattern, which facilitated the study for the roundabout, will significantly change once the south beltway is completed. It would be premature to construct a multi-million dollar roundabout before calculating the traffic patterns after the south beltway completion.

To argue that prices will increase, and therefore we should build the roundabout lacks the necessary influencing effect that the south beltway will provide. The prudent decision is to wait for the south beltway's completion and then determine if the roundabout is even necessary.

Best Regards,

Jeff Munns  CPIA, LUTCF
Mr. Determan,

Thank you for your e-mail about this project. I’ve gotten a lot of e-mails from different sides on this issue. I am looking forward to the public hearing on Monday to learn from both neighbors, experts, and people with an interest in this project to help us all decide on making the best decision for the city. Getting e-mails from people like you definitely helps me get a pulse on what the city wants.

James Michael Bowers
Council Member District 1
555 South 10th St.
Lincoln, NE 68508
402-441-7515
jbowers@lincoln.ne.gov

-----Original Message-----
From: Jmdeterman [mailto:jmdeterman@gmail.com]
Sent: Friday, October 04, 2019 7:37 PM
To: Council Packet <CouncilPacket@lincoln.ne.gov>
Subject: 14th & Old Cheney intersection

Dear Lincoln City Council,

I want to pass along my request to scrap the 14th & Old Cheney intersection plan as it stands today. This project is simply too expensive for the city, when the city has greater needs throughout the city. I ask and encourage you look into alternative plans to correct the safety issues to this intersection.

Thank you for your consideration.

Jim Determan
4500 Birch Creek Drive
Lincoln, Ne. 68616

Sent from my iPhone
I agree with Councilman Richard Meginnis that we should delay construction of the roundabout near 14th & Warlick Boulevard.

I would take it a step further and say we do not need as extravagant design. There are only 1 or 2 other designs across the country like this. There are other less expensive alternatives that could serve this intersection and make better use of our taxpayer dollars.

Please reconsider the funneling of $19+ million from this pet project and instead use that money towards repairing and maintaining existing streets all over the city. That money would be better spent on our already existing streets that are in disrepair. It is hard to go anywhere in the city of Lincoln, whether it be arterial or residential, and not find roads that need repair or replacement.

Sincerely,

Kathryn Ponte-Hamersky
930 Eldon Drive
Lincoln, NE 68510
From: Lonnie J. Burklund <LBurklund@lincoln.ne.gov>
Sent: Friday, October 18, 2019 6:02 PM
To: Tom K. Casady <TCasady@lincoln.ne.gov>; Diane K. Gonzolas <dgonzolas@lincoln.ne.gov>; Lin Quenzer <LQuenzer@lincoln.ne.gov>; Kevin P. Cass <KCass@lincoln.ne.gov>
Subject: Re: South 14th/Warlick/Old Cheney Project

Yes, ditto, please fwd

Lonnie Burklund, PE, PTOE  
Transportation and Utilities Assistant Director  
Transportation  
M: 402-480-9776

From: Tom K. Casady <TCasady@lincoln.ne.gov>
Sent: Friday, October 18, 2019 5:01:49 PM
To: Diane K. Gonzolas <dgonzolas@lincoln.ne.gov>; Lin Quenzer <LQuenzer@lincoln.ne.gov>; Kevin P. Cass <KCass@lincoln.ne.gov>; Lonnie J. Burklund <LBurklund@lincoln.ne.gov>
Subject: Re: South 14th/Warlick/Old Cheney Project

This needs to go to the City Council, too, IMO.

tc

Get Outlook for iOS

From: Diane K. Gonzolas <dgonzolas@lincoln.ne.gov>
Sent: Friday, October 18, 2019 5:00:13 PM
To: Lin Quenzer <LQuenzer@lincoln.ne.gov>; Kevin P. Cass <KCass@lincoln.ne.gov>; Tom K. Casady <TCasady@lincoln.ne.gov>; Lonnie J. Burklund <LBurklund@lincoln.ne.gov>
Subject: RE: South 14th/Warlick/Old Cheney Project

-----Original Message-----
From: Lin Quenzer <LQuenzer@lincoln.ne.gov>
Sent: Friday, October 18, 2019 4:28 PM
To: Kevin P. Cass <KCass@lincoln.ne.gov>; Diane K. Gonzolas <dgonzolas@lincoln.ne.gov>
Subject: FW: South 14th/Warlick/Old Cheney Project
Importance: High
Lin Quenzer  
Ombudsman,  
Title VI/ADA Official  
Office of the Mayor  
City of Lincoln, Nebraska  
402-441-7511

-----Original Message-----
From: Kathy Wiens <kwiens68512@yahoo.com>
Sent: Friday, October 18, 2019 4:09 PM
To: Mayor <mayor@lincoln.ne.gov>
Subject: South 14th/Warlick/Old Cheney Project

I am writing to you, on behalf of myself and Salt Valley View Neighborhood, regarding the recent City Council “Ordinance” Richard Meginnis has proposed and will be voted on Monday.

This project has been in the works since 2002. We, as a neighborhood, have been putting up with approximately 40,000 vehicles daily on a two lane road, in front of many residents homes. Just trying to get onto Old Cheney Road from your driveway or intersecting road is a feat. And it is expected vehicle traffic will increase to at least 60,000 per day within next 20 years. In the past 20 years there have been 252 accidents, 48 injury’s and 2 fatalities at this project area. Business owners along Old Cheney Road/South 14th/Warlick Blvd ALL agree something needs to be done.

“We” have been working on this project for 20 years. So far, as taxpayers, “we” have spent nearly 7 Million tax dollars to get to this stage for construction. The City has started working with property owners regarding right-of-way negotiations. Utility agreements are in place and LES is ready to begin their relocation. The project is ready for bid letting.

This Project has ALREADY BEEN APPROVED..SEVERAL TIMES (by the mayor and city council) AND FUNDING APPROPRIATED. “We” have gone thru all the proper channels, studies, submissions, and negotiations. It is beyond my comprehension how an “Ordinance” can be drawn up to de-fund an approved-on-going project to transfer unspent, unencumbered funds for wheel tax, which “we” just voted a tax increase on, highway allocation fund and impact Fee. And then they want to put the project in the 2026 CIP so we can go thru all the steps of getting funding again!! Shouldn’t these submissions go thru the same legal steps we have gone thru? Shouldn’t their funding requests be submitted the same as other project requests?
Any assistance on your part to Deny this Ordinance from passing is greatly appreciated.
Thank you for your time and attention to this matter.

Kathleen L Wiens  
1107 Clearview Blvd  
Salt Valley View Neighborhood  
Association President

Sent from my iPhone
Please add my voice to those in favor of completing the proposed roundabout now and as proposed. Enough studies have been done to understand the need to improve safety and flow of traffic in this area. Prolonging this now would effectively scrap the project. Lincoln will always need more money to fix streets and to divert to the pet project of someone else. It has been studied and studied. Meetings have been held to inform the public and get public input. Utilities are preparing. We all know that the longer we take to get this done the more it will cost. Please proceed as planned.

Sent from Mail for Windows 10
City Council,

I want to voice my support of Councilman McGinnis's proposal to delay construction of the roundabout and repurpose the money NOW to a crumbling existing city street infrastructure. It only makes common sense and most Lincolnites of all ideologies, who all have to drive on these streets every day, would be in favor of this.

The fact that the construction for the southern bypass by NE-DOT will start at the same time really makes this a no-brainer. We can't have two projects of that size happening in the same area at the same time!

I believe there is a simpler solution to that intersection than this current one, which quite frankly seems excessive. Think of all the materials and construction required to create a structurally sound RAISED roundabout, on another level than other traffic! There are likely other simpler solutions which weren't pushed forward by the last administration (who had expensive tastes...) that could be easily revisited. Delaying and repurposing the money to common sense ideas has the added bonus of giving you TIME to reconsider these ideas.

It seems the only real argument against McGinnis' proposal I have heard is the notion that the project will cost (5% ?) more if it is delayed. (Inflation is about 3%) However this could be said of street repairs as well, especially as streets crumble and have to be completed rebuilt instead of just being resurfaced. Also, if this increase is truly a deciding factor, I think it shows that this project costs too much to start with!

This is an opportunity for you, the city council in a mayor-strong city, to prove you are listening to the people on common sense issues and NOT just blindly following the mayor's lead for political expediency and self-preservation.

I look forward to seeing some original thought and common-sense leadership by the city council tomorrow.

Thanks,
Mark Freeouf
Hello, City council members. I could not attend tonight's meeting because I have started a 2nd shift job and don't have any time off yet. We feel we have done all that is asked of us. We were told we needed this meter. We didn't ask for this, we didn't want it. We think it was forced on us and then we had to deal with the leak and the problem afterward. We had a dry basement before the new meter. We would not be asking for full compensation of the bill or for any water damage. Any fair amount decided would be appreciated. Thank you for the opportunity to respond, and thank you for your time and consideration. Sincerely, Lisa London. 2920 No. 44th Lincoln, NE 68504
Dear Council Members,

I’m writing in support of the proposed delay on the 14th & Warlick Blvd project. During my time campaigning to represent District 3, where the elevated roundabout is located, I studied the project extensively. The voters in my district had many concerns about the project too.

I agree that something needs to be done at this intersection as a matter of public safety. However, the proposed project, on its current timeline, creates many issues:

1. The quarter-cent sales tax for our roads was intended to go to repairing our crumbling streets. None of the new dollars should be diverted towards this project, and existing funding should also be maintained and put towards our roads—that’s what the citizens of Lincoln voted for.
2. While the costs of delaying the roundabout will be increased by inflationary forces, so will the road repairs that are being put off. We need to prioritize what the people voted for.
3. The LTU claims that no adverse effects will occur from the South Beltway project and the Roundabout project happening at the same time. History tells a different story: The congestion caused by poorly planned repairs is a top concern for many people in Lincoln. Further, a goal of keeping Nebraska-dollars in Nebraska by hiring Nebraskan firms to perform the work, if otherwise equally qualified, will be nearly impossible with both projects occurring at the same time.

The citizens of Lincoln recognize that there must be a more efficient and safer intersection layout for 14th and Warlick, but they deserve Council representatives that will respect their wishes and be prudent with their tax dollars.

Please vote in favor of the five-year delay on the roundabout.

Thank you,

Colten Zamrzla
2045 D St, Lincoln, NE 68502
308-627-7594
Good morning Council,

I wanted to reach out to voice my opinion that I’m in favor of delaying the 14th and Warlick roundabout project. I personally feel with the condition of our current arterial streets we should not be allocating this many dollars for the construction of a 2 tier roundabout. By the time construction actually starts on this project cost will jump significantly from natural inflation and I don’t think the plans are taking into account several other factors such as utility relocation and additional right of way acquisition. I also see this project overlapping with the new south beltway causing significant issues for drivers in the area. I strongly urge a vote to delay the Warlick project to finish gathering the facts to make an educated discussion to do what’s best for our City.

Thanks,
Wade Johnson

Disclaimer

This E-mail (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521, is confidential and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error, then delete it. This communication represents the originator’s personal views, which may not reflect those of Exchange Bank.

Security Warning

This message is being sent over an unsecured medium (the Internet). Recipients should not reply to this message with sensitive or confidential account information. If the need arises to communicate sensitive or confidential account information, customers should visit or contact the nearest branch office.
I would strongly urge you to reconsider not doing the Warlick Roundabout. I know there may be delays in traffic there. Is it worth the $36 million that it is going to cost. I don’t think that it is a good use of MY taxpayer dollars. Plus the disruption of traffic and to the businesses in that area. I again STRONGLY urge you to vote to NOT do.

Do you need a quote for Life, Health, Disability, Long Term Care Insurance or review your current retirement plan or set up a retirement plan such as a Roth IRA or if retiring and need help rolling over your retirement plan, if so, please let me know?

Have a GREAT Day,
Lewis

Lewis P. Linkugel
Lewis P. Linkugel Financial Services
Investment Advisor Representative

5831 South 58th, Suite D
Lincoln, NE 68516
Office Phone 402-423-9500
Toll Free 1-877-253-1366
Cell Phone 402-202-6677
Fax 402-423-9567
Web site - www.postalbenefits.com
E-Mail - lewis@postalbenefits.com

*Securities and investment advisory services offered through Woodbury Financial Services, Inc., member FINRA/SIPC.
Insurance services offered through Lewis P. Linkugel Financial Services, which is not affiliated with Woodbury Financial Services, Inc. Not endorsed or affiliated by the U.S. Government or Postal Service.
If you are not the intended recipient, any use, copying, disclosure, dissemination, or distribution is strictly prohibited. If you are not the intended recipient, please notify the sender immediately by return email, delete this communication and destroy all copies and attachments.
I am asking you to reconsider the proposal on the Warlick intersection project. I feel $30million+ is an extravagant expenditure and our taxpayers' dollars could be used for much better uses within our City's road infrastructure.

I understand the intersection needs works...it's a confusing mess. But there are much less complicated and less expensive alternatives that should be explored.

Thank you,
Darlene Starman
8132 Hickory Lane
Lincoln, NE. 69510

Get Outlook for Android
I read over the list of roads that the City is recommending to be repaired using the sales tax increase. Bless you for your efforts on that. However, it is a pitifully short list. I live very close to the elevated roundabout and work out at the Cooper Y all the time, but I have found other ways to maneuver through and around the traffic, and I believe there just HAS to be a simpler, cheaper solution. I can think of areas outside my neighborhood that need road repairs far worse. Honestly, I’d rather see you simplify this intersection in a less dramatic way and use the funds for my neighbors in other parts of Lincoln that need it worse.
Mr. Zehr,

Attached is the data pull from the information referenced in the presentation (below). FYI – this is not information generated by JEO, rather it included prior reporting from the City wide crash data analysis (source – HDR) and tallies a mix of rolling 5 year data 2013-2017. Information includes the locations evaluated and their various rankings amongst several variables – i.e. crashes, severe crashes, crash rate, severe crash rate, etc. (categories across the top row of the first page of the printout).

They’ve been working with staff on the continued summaries of the next roll of data – to include 2018-2019 at the end of this year and first quarter of next, but we won’t have those summarized until we receive the next batch of NDOT crash report data, and new updates to the traffic volume data. Of note, this summary does not reflect the July ’18 fatality at 14th Street/crossover intersection north of Old Cheney, which will bump it up on the severity rankings again.

Let us know if you have other questions on the data.

Thanks,

Lonnie Burklund, PE, PTOE
Transportation and Utilities Assistant Director | Transportation
M: 402-480-9776
949 West Bond St, Suite 200
Lincoln, NE 68521
ltu.lincoln.ne.gov | APWA Accredited
Follow Us: Facebook / Twitter / RSS

- S 14th/Old Cheney
  - 18.2 crashes per year
  - 4.6 severe crashes per year
  - Crash Rate – 1.34 (above critical)
  - Crash Rate Rank – 40th
• Total Crash (Frequency) Rank – 27th
• Severe Crash (Frequency) Rank – 36th

• Warlick/Old Cheney
  • 8.4 crashes per year
  • 2.2 severe crashes per year
  • Crash Rate – 1.11
  • Crash rate is 89th highest

• S 16th/Old Cheney
  • 6.4 crashes per year
  • 2.0 severe crashes per year (1 fatality in last 5 years)
  • Crash Rate – 0.68

• S 14th/Link 55-W – Unsignalized crossing that would be removed
  • 4.8 crashes per year
  • 2.6 severe crashes per year
  • Crash Rate – 0.70 (above critical)
    • Severe Crash Rate – 0.38 (above critical)
  • Severe crash rate is 67th highest

From: Lincoln Zehr <LZehr@hampton1.com>
Sent: Friday, October 18, 2019 1:38 PM
To: Lonnie J. Burklund <LBurklund@lincoln.ne.gov>; tcasaday@lincoln.ne.gov; Transportation and Utilities <LTU@lincoln.ne.gov>
Cc: Bud Synhorst <bud@liba.org>; Roy A. Christensen <RChristensen@lincoln.ne.gov>; Richard W. Meginnis <RMeginnis@lincoln.ne.gov>; Council Packet <CouncilPacket@lincoln.ne.gov>
Subject: RE: Top 100 dangerous intersections

Lonnie & Tom –

I reiterate this information was clearly requested by attendees at the Chamber forum on Wednesday.

This is obviously not something that needs to be “researched” as JEO has the information.

I am simply asking that LTU share the same information with the public – in advance of Monday’s City Council hearings on Warlick.

Regards,

~Lincoln
Lonnie,

The topic of the top 100 dangerous intersections – or whatever specific description was used to classify the 3 intersections in the Warlick Project as “in the top 100” seemed to be of interest to several taxpayers.

More specifically I heard several people asking for the data. I would appreciate having the complete list of the top 100. If this is something I can download myself – just point me in the right direction.

Otherwise I would really appreciate having this data sooner rather than later.

Best regards,

“Lincoln”

Lincoln Zehr  
President & CEO  
402.489.8858 Office  
402.659.7397 Mobile

Because Relationships Really Do Matter

3400 Plantation Drive, Suite 110 Lincoln NE 68516 | www.hampton1.com | t: 402.489.9287
Commercial Construction ● Development ● Leasing ● Property Management
This is a very expensive piece of road while the entire city is still reeling from years of major road projects robbing us of street upgrades and repairs, namely Antelope Creek and Hay Market.

The South Beltway should take some pressure off this intersection. If we truly loved Lincoln Citizens more than water retainage areas we would put a bridge over Wilderness at YankeeHill, which would accomplish more for probably less money.

We trusted our City staff for 14th and Superior roundabout and look what we got their.

Have you even considered what Autonomous Vehicles will soon do for driving and infrastructure?

At least delay this project to handle even more pressing needs. Consider all the needs in Lincoln delayed for the want of funds for Just this project.

Thank you
Kent Thompson
Hello,

I would just like to express my belief of the delay to said roundabout. I think that delaying this roundabout will be beneficial for drivers traveling north and south. It seems that Lincoln traffic is already bad enough, I think that this will limit us much more. Although I do believe the roundabout should be put into place, I think there is a better time for this to be done due to south beletway construction taking place. The delay will also help provide funds, which can be reallocated towards the needed street repairs throughout our city. I hope you this into consideration.

Thanks,

Lucas Tieso, AAMS®
Financial Advisor

Raymond James & Associates
T 402.853.7664 // F 866.954.9322
8700 Executive Woods Dr., Ste. 300, Lincoln, NE 68512

RAYMOND JAMES

Raymond James & Associates, Inc. member NYSE/SIPC.

Please visit http://raymondjames.com/smrja.htm for Additional Risk and Disclosure Information. Raymond James does not accept private client orders or account instructions by email. This email: (a) is not an official transaction confirmation or account statement; (b) is not an offer, solicitation, or recommendation to transact in any security; (c) is intended only for the addressee; and (d) may not be retransmitted to, or used by, any other party. This email may contain confidential or privileged information; please delete immediately if you are not the intended recipient. Raymond James monitors emails and may be required by law or regulation to disclose emails to third parties.

Investment products are: Not deposits. Not FDIC Insured. Not guaranteed by the financial institution. Subject to risk. May Lose Value.

This may constitute a commercial email message under the CAN-SPAM Act of 2003. If you do not wish to receive marketing or advertising related email messages from us, please reply to this message with “unsubscribe” in your response. You will continue to receive emails from us related to servicing your account(s).
Council,

The 14th and Warlick project's funding needs to be redirected to the current road issues. The 1/4 cent tax increase isn't even enough to fix all the issues. Building another future problem without addressing the current ones is not good practice and the project itself has design issues that haven't been wholly addressed, clearly. Let's fix our current roads, please.

Best,

Jon Herms - Sellstate Empire Realty
Phone: 402.432.5554
Email: Jon@SellingLincoln.com
Website: www.SellingLincoln.com

http://www.linkedin.com/in/jonherms

If you consider this message a solicitation and prefer not to receive future messages from this sender, click 'reply' and add the text 'remove' to the subject line. The information contained in this email is privileged and confidential information intended only for the use of the individual or entity named above. You are hereby notified that any distribution or copying of this communication is strictly prohibited. If you have received this communication in error, please permanently delete the original message from your system. E-mails sent or received shall neither constitute acceptance of conducting transactions via electronic means nor create a binding contract until and unless a written contract is signed by the parties.
Dear Council Members:

As stewards of the people’s money, I urge you to postpone the construction of the elevated roundabout near 14th and Warlick Blvd. After you just raised taxes, you should spend only on necessary and needed road repairs. This project can wait until the city is a little better heeled. You should have prioritized this project instead of building all those roundabouts on Yankee Hill Rd.

Thank you for your attention.

H. Arnold Wassenberg
P: 402-489-4645
E: Arnold@WasscoLLC.com
www.WasscoLLC.com
To all Council Members, Please vote to delay the roundabout at 14th and Warlick.
Thank you, Patricia (Pat) Eiche
1501 West Manor Drive
Lincoln 68506
Phone 402-890-1536
Members of the City Council Lincoln, NE.

Thank you for your time in reading and listening to the public’s thoughts regarding the elevated roundabout on 14th Street. I am a Realtor and I drive Lincoln’s streets for miles almost every day.

I would like you to consider waiting for 3 to 5 years for the construction on the South Bellway to be completed or near completion, before we tackle the issue on 14th and Warlick. If construction begins soon, there will be several years of overlap with the South Beltway. It will become a driver’s nightmare.

The city owes it to the residents of Lincoln to fix their streets. The money we have spent on patching and fixing potholes will have been wasted in many areas if we have a couple more winters like last year.

I agree with the fact that if we wait for the roundabout to be built, it will cost more, but won’t the repairs of our streets also cost more if we wait?

I am not against the roundabout. I just think the timing in conjunction with the South Beltway is not in Lincoln residents’ best interests.

Thank you for serving on the council.

Sincerely,

Darlene Fletcher

Pine Lake Area SE Lincoln
City Council Members:

I asked that you support the proposal of the ordinance to delay the 14th and Warlick Roundabout for the following reasons. First of all, the project, in most likelihood, will overlap the construction of the South Beltway by at least a few years. Since I live in that part of town and use that road to go home, the traffic which is already very bad will become much worse! Delaying the project will allow $19.4 million the City intends to spend on the roundabout to be diverted for badly needed street repairs throughout the city of Lincoln which is needed more than an elevated roundabout.

Sincerely,

Bob

Robert A. Panzer
President

Exchange Bank-Lincoln
7655 Pioneers Blvd.
Lincoln, NE 68506
Phone: (402) 328-8527
Fax: (402) 420-6234
Cell: (402) 430-0987
www.eb-us.com

NOTICE: This E-mail (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521, is confidential and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error, then delete it. This communication represents the originator's personal views, which may not reflect those of Exchange Bank.

Security Warning: This message is being sent over an unsecured medium (the Internet). Recipients should not reply to this message with sensitive or confidential account information. If the need arises to communicate sensitive or confidential account information, customers should visit or contact the nearest branch office.

Disclaimer

This E-mail (including attachments) is covered by the Electronic Communications Privacy Act, 18 U.S.C. §§ 2510-2521, is confidential and may be legally privileged. If you are not the intended recipient, you are hereby notified that any retention, dissemination, distribution, or copying of this communication is strictly prohibited. Please reply to the sender that you have received the message in error, then delete it. This communication represents the originator's personal views, which may not reflect those of Exchange Bank.
Security Warning

This message is being sent over an unsecured medium (the Internet). Recipients should not reply to this message with sensitive or confidential account information. If the need arises to communicate sensitive or confidential account information, customers should visit or contact the nearest branch office.
Council,

Attached you will find the letter in which I read on behalf of HBAL at the Council Meeting today.

I appreciate the opportunity to speak today. I urge you, again, to consider our position and delay the project.

Have a great day!

Taylor Wyatt
HBAL Government Affairs Specialist
402-440-0224
taylor@hbalo.org
Lincoln City Council  
555 S. 10th Street  
Lincoln, NE 68508

October 16, 2019

Members of the City Council:

The intersections of 14th Street, Warlick Boulevard and Old Cheney Road are some of the best access points to southwest Lincoln from Hwy. 77. The intersections are overwhelmed with the added traffic from local businesses and schools surrounding the area. Construction of the South Beltway will restrict access to Lincoln along Saltillo, making it important to keep the 14th/Warlick/Old Cheney intersections open until the Beltway is complete.

The Home Builders Association of Lincoln (HBAL) is supportive of a solution to fix the intersections of 14th/Warlick/Old Cheney. However, we urge the City Council to vote in favor of Councilman Meginnis’ ordinance to eliminate appropriations and transfer the unspent cash from the 14th/Warlick/Old Cheney Road Project to the Transportation System Optimization Project and Impact Fees (District 7) which would delay the construction of the proposed round-about.

We feel the delay is important to keep accessibility to Hwy. 77 and for the southwest quadrant of the City while there is restricted access due to the South Beltway construction. The redirection of $19.4M from this project could be used for street improvements to 27th Street, which is still a two-lane road 1/2 mile south of Yankee Hill Road and will become a connecting point to the South Beltway. Other arterials which will see an increase in traffic from the completion of the South Beltway could also benefit from the redirection of the funds. Thank you for your consideration.

Sincerely,

Denny Van Horn, HBAL President

Michaela Harrison, HBAL Executive Vice President
I had planned to come testify today but was unable to get away from the office. I urge you to please consider delaying the 14th and Warlick elevated roundabout project.

It took 12 years to complete the Antelope Valley project. I find it hard to believe that the 14th and Warlick elevated roundabout would only take 2 or 3 years to complete. It does not seem reasonable to work on that project at the same time as the south beltway.

In addition, the Lincoln taxpayers just voted to increase our sales tax in order to repair our streets. It is sad that potholes on our city streets last winter caused so much damage to citizens cars last year. We need to focus on the streets we have in Lincoln and do our best to give traffic a way to enter the SW area during the south belt project.

Wanda Caffrey
2624 N 70
Lincoln ne 78607

I
We moved to Lincoln in 1977, and Pam started at Public Works and Utilities that same year.

When our family built a house and moved south of 14th and Old Cheney into Thunderbird Estates it was a very quiet area. Two lane roads, no Costco or expanded businesses at 14th and Pine Lake, no Southwest High, no Scott Middle School, no Library or YMCA or Densmore Park, no Technology Park, no IBEW, a smaller version of Lincoln Memorial Park. Of course there has been additional growth as in other parts of Lincoln -- apartments, businesses, industrial areas, single and multi-family housing, etc.

With this growth our neighborhood has gained 1 extra lane of road to try to handle the additional traffic on 14th Street - our ONLY access out of our neighborhood. It is dangerous every time we are headed south on 14th followed by cars at over 45 mph and attempt to turn into into my neighborhood without a deceleration lane.

After working for the City for 37 years, I have driven through this intersection every hour of the day through every attempt to improve safety, traffic flow, and access. I have been involved in discussions with staff on issues encountered as a car approaches this intersection. Headed north is especially dangerous with the light just south where cars go around the divided road as needed. Or at Old Cheney and Warlick where eastbound Old Cheney traffic and northbound Warlick jockey at Warlick Avenue to head east on Old Cheney - many times to get into a new mess a block or two later when stopped at 14th or 16th traffic lights (the three lights in such a short distance adds to congestion).

Issues - including traffic, money, promises, responsibilities, etc. - have been discussed for decades.

We hope that the new Council members and staff that were not around for these discussions and neighborhood meetings are up to speed on these issues.

Seems like we have started over several times (with additional higher costs for studies, meetings, design and construction of course).

As for maintenance issues of our roads, we just started paying increased tax dollars this month for that purpose. Taxpayers should demand to see improvement in our roads and not let these dollars be diverted for development.

As the above intersection project is now getting close to beginning, we encourage City Council members to vote to immediately move forward with the project as planned. As with the South and East Beltway, I often JOKED that we may never see this project done. Watching discussions take place now it is like "Groundhogs Day" and I truly wonder if it was a joke!? 

Thanks for your service and consideration on moving this project forward.

Pam and Dale Gadeken
6521 Sundance Court
Lincoln, NE 68512
Hope you realize that most hunters/sportsman own pickup trucks that have no ‘trunk, glove box that locks’, and most toppers have dime a dozen locks on doors. Make the gun owner responsible fine, etc... if they are irresponsible to leave the firearm in the vehicle i.e. overnight. I take mine in right after getting home or destination.

Sent from Mail for Windows 10
During the Council meeting last night (10/21) there was substantial confusion about what was and was NOT included in the $36M figure
On July 15th, Peter Katt and I met with Lonne Burkland, Miki Esposito, Erin Sokolik, Thomas Shafer and Steven Wolf. At that meeting the questions was specifically asked what the $36M represented. The answer was very explicit and left no ambiguity about the fact that the $36M included ONLY the cost of construction. In included NO Right of Way acquisition and included NO costs to move utilities.

Below for your record is the testimony I offered last night in support of the amendment proposed by Mr. Meginnis

I have listened to a number of presentations on the 14th & Warlick Blvd project. Incidentally - nearly all of those presentations have been made by individuals who were on the City of Lincoln payroll and pushing forward others’ agenda or were individuals who have been - and are continuing to profit financially from the project.

From these presentations I acknowledge:

- the intersection is of concern
- the City held a design competition
- they held community meetings
- the public had input on the design.

But there are many intersections across Lincoln that are dangerous and create great concern for safety – in fact – based on the latest available data from NDOT - 33 other intersections rank higher than 14th & Old Cheney. Ironically – the North 14th & Superior Roundabout is ranked 19th – after it was dramatically scaled down from its original design because of the number of accidents there.

And having the public select a design for the project without having full cost information is like asking my spouse to select our house by choosing a house out of the entries to the Parade of Homes without knowing the all-in price.

This is not a value judgement about not prioritizing the safety concerns of the intersection. It is simply a decision about four things...

WANT, AFFORD, WILLINGNESS and PRIORITY.

This is a decision every taxpayer across the city makes every single day. It doesn’t matter what your economic status is or isn’t.
• Do I buy a latte on my way to work or should I brew coffee at home.
• Eat out/ or cook at home - filet mignon or sirloin.
• Grow vegetables or buy them
• Sometimes the choices are between equally vital elements like food, clothing and shelter.

I’m not saying filet mignon is better than sirloin. I’m not saying eating at home is less desirable to eating out. I’m saying these are all choices. We are all constantly having to weigh what we WANT with what we can AFFORD. Even still – I would argue many of us can afford things we still choose not to buy because at the end of the day the consequences of spending that money are simply more than I’m willing to sacrifice – so we settle back to what am I WILLING TO PAY?.

Given our situation where we have badly needed road repair projects we can’t pay for, the argument that “we have to do this now or the cost is going to go up 5% every year we delay” is utterly ridiculous. We have unfunded road projects all across the City of Lincoln (new roads, road repairs, etc...) that have been identified, prioritized and are waiting to be done but are being deferred because of the lack of funding. Were it not for this situation, I might be inclined to agree with that argument.

According to the Citizens Task Force put together by Mayor Beutler, Lincoln is short of funding roads repair and construction by $26M per year. The ¼ cent sales tax added $13M per year to funding (but only for 6 years) – so we still remain $13M PER YEAR short of funding.

In three years – if this project moves forward - after we’ve spent another $30M on construction, plus right of way acquisition plus the private costs paid to move utilities (by Windstream, Allo, Unite, LES, Blackhills Energy) we will have fallen even further behind on other badly needed street projects. By then - the UNFUNDED need for repairs will exceed $39M – not adjusted for inflation.

I believe we should PRIORITIZE the needs that most benefits all taxpayers in the City of Lincoln – vote yes on the amendment to the CIP.

14th & Old Cheney isn’t this council’s project – it isn’t this administration’s project – it was the Beutler administration that pushed project. Do the right thing here, do your part to spend street funds wisely -- If this project still makes sense to do after the impact of the Beltway is truly understood – then so be it, we’ll do it then.

Meanwhile we will have significantly improved roads all across the City of Lincoln.
I have listened to a number of presentations on the 14th & Warlick Blvd project. Incidentally - nearly all of those presentations have been made by individuals who were on the City of Lincoln payroll and pushing forward others’ agenda or were individuals who have been - and are continuing to profit financially from the project.

From these presentations I acknowledge:
- the intersection is of concern
- the City held a design competition
- they held community meetings
- the public had input on the design.

But there are many intersections across Lincoln that are dangerous and create great concern for safety – in fact – based on the latest available data from NDOT - 33 other intersections rank higher than 14th & Old Cheney. Ironically – the North 14th & Superior Roundabout is ranked 19th – after it was dramatically scaled down from its original design because of the number of accidents there.

And having the public select a design for the project without having full cost information is like asking my spouse to select our house by choosing a house out of the entries to the Parade of Homes without knowing the all-in price. This is not a value judgement about not prioritizing the safety concerns of the intersection. It is simply a decision about four things...

WANT, AFFORD, WILLINGNESS and PRIORITY.

This is a decision every taxpayer across the city makes every single day. It doesn’t matter what your economic status is or isn’t.

- Do I buy a latte on my way to work or should I brew coffee at home.
- Eat out/ or cook at home - filet mignon or sirloin.
- Grow vegetables or buy them
- Sometimes the choices are between equally vital elements like food, clothing and shelter.

I’m not saying filet mignon is better than sirloin. I’m not saying eating at home is less desirable to eating out. I’m saying these are all choices. We are all constantly having to weigh what we WANT with what we can AFFORD. Even still – I would argue many of us can afford things we still choose not to buy because at the end of the day the consequences of spending that money are simply more than I’m willing to sacrifice – so we settle back to what am I WILLING TO PAY?.


Given our situation where we have badly needed road repair projects we can’t pay for, the argument that “we have to do this now or the cost is going to go up 5% every year we delay” is utterly ridiculous. We have unfunded road projects all across the City of Lincoln (new roads, road repairs, etc...) that have been identified, prioritized and are waiting to be done but are being deferred because of the lack of funding. Were it not for this situation, I might be inclined to agree with that argument.

According to the Citizens Task Force put together by Mayor Beutler, Lincoln is short of funding roads repair and construction by $26M per year. The ¼ cent sales tax added $13M per year to funding (but only for 6 years) – so we still remain $13M PER YEAR short of funding.

In three years – if this project moves forward - after we’ve spent another $30M on construction, plus right of way acquisition plus the private costs paid to move utilities (by Windstream, Allo, Unite, LES, Blackhills Energy) we will have fallen even further behind on other badly needed street projects. By then - the UNFUNDED need for repairs will exceed $39M – not adjusted for inflation.

I believe we should PRIORTIZE the needs that most benefits all taxpayers in the City of Lincoln – vote yes on the amendment to the CIP.

14th & Old Cheney isn’t this council’s project – it isn’t this administration’s project – it was the Beutler administration that pushed project. Do the right thing here, do your part to spend street funds wisely -- If this project still makes sense to do after the impact of the Beltway is truly understood – then so be it, we’ll do it then.

Meanwhile we will have significantly improved roads all across the City of Lincoln.

~Lincoln
Lincoln Zehr
President & CEO
402.489.8858 Office
402.659.7397 Mobile

Because Relationships Really Do Matter
3400 Plantation Drive, Suite 110 Lincoln NE 68516 | www.hampton1.com | f: 402.489.9287
Commercial Construction ● Development ● Leasing ● Property Management
All,
I’m in favor of delaying the 14th and Warlick roundabout project and using the money for other road repairs. After the South Bypass gets built then revisit the roundabout! Thanks for your support.

John L. Hoppe, Jr.
Chairman
HOPPE, INC.
PO Box 6074
Lincoln, NE 68506
Phone 402-437-9200
Cellular 402-432-6074
Please delay the project of the “elevated roundabout” at 14th and Warlick. With the construction of the South Beltway at the same time will cause an unknown mess.
I do not live in south Lincoln but my son and his family do. The traffic from Hwy 77 onto Old Cheney and 14th to Old Cheney is only getting worse.

To put off the construction of the design presented to alleviate the heavy traffic in that area would only increase the problems there. If the funds have been set aside to complete the construction let it be. Street repair should have been or should be in the regular budget every year. Right? Now we voters gave the nod to the tax increase to help in the repair of streets. So don't take away a necessary project to increase safety at 14th and Old Cheney.

What do you gain by switching the funds from the round-about? It takes at least 30 minutes to get through that intersection when one travels to the SouthPointe Mall for example. I have tried different routes and you still end up in a bind of traffic. When I have to pick up my grandchildren from school, e.g., it takes forever to get through that area. I am just glad I don't have to travel the route every day.

Please do not set the 14th and Old Cheney project aside.

Carolyn Berges
Dear City Council member(s),
I am highly frustrated and disappointed that the good town of Lincoln is even considering something like this! As an out of town visitor that goes to Lincoln often, what a crazy law you want to have. Then for all the out of town or out of state guests that come to Lincoln, what a crazy proposed law! That doesn't do anything to make Lincoln a friendly place to visit. I and others have a constitutional right to bear arms and protect ourselves. Please reconsider this!

Sincerely,
Wanda Mecone
2205 W Anna St
Grand Island, NE 68803
mecone7@msn.com

Get Outlook for Android
October 24, 2019  
Lincoln City Council  
Attn: Teresa J. Meier, City Clerk  
555 S 10th Street, Suite 103  
Lincoln, Nebraska 68508  

RE: Support for Text Amendment #19006  

Honorable City Council Members,  

I am the President and CEO of Immanuel, a leader in providing senior care and housing in Nebraska for more than 130 years. Immanuel supports the language in proposed Text Amendment #19006, and I encourage you to adopt Text Amendment #19006.  

Text Amendment #19006 will ensure that adults in Residential Health Care Facilities and Elderly and Retirement Housing Facilities in Lincoln will have the same responsible beverage choices available for meals and social events that are available in other towns and cities in Nebraska at the same types of communities.  

Immanuel is proud to provide senior housing and care options in Lincoln, Omaha, and Papillion, Nebraska, as well as Council Bluffs, and Des Moines, Iowa. In response to resident requests, we have opened a number of new cutting-edge restaurants and social spaces throughout a number of our communities, with similar additions and renovations scheduled for others. In addition to dining services, these spaces are utilized for meetings, speakers and presentations, and various social gatherings and activities for residents throughout the year. These spaces provide residents and their guests even greater enjoyment and selection as they dine and socialize.  

To ensure that a full beverage choices are lawfully available to residents and guests, Immanuel obtained liquor licenses from the Nebraska Liquor Control Commission with unanimous approval from the Omaha City Council for two of our Omaha communities. As you can imagine, Immanuel is subject to the same statutory requirements imposed on other alcohol retailers, including having a dedicated manager responsible for alcohol services, requiring alcohol server training, and developing and implementing policies and procedures for proper control and oversight. In addition, alcohol is typically only served during evening meals and for scheduled social events, which are organized and managed by us.  

I appreciate your time and consideration of Text Amendment #19006. Please do not hesitate to contact me if you have any questions.  

Respectfully,  

Eric Gurley, President & Chief Executive Officer
Council Members:

This intersection(s) has been under review due to traffic issues and accidents for many years. Traffic projections predict that this will only get worse as time goes on unless something is done to correct the problems. We (the city) has had numerous studies and at least two charetts to find the best solution. We settled on the best design, cleared the paperwork red tape, got federal funding set up, completed design, put it in the CIP and City Budget and are ready to go out for bid. Conflicts with the South Bypass appear to be minimal.

And then.....

Someone wants to put it on hold and redirect the local money to other parts of the city and new projects on the edge?? Think about it.

Isn't it time to "get er done".

Sincerely
Mike DeKalb
Thank you for the quick reply. Please also pass on that the person I spoke to on the phone at the water billing department was very friendly and extremely professional, and explained the policy well. I just think it needs to be revisited.

On Fri, Oct 25, 2019 at 12:56 Lin Quenzer <LQuenzer@lincoln.ne.gov> wrote:

Dear Mr. Boone:

Thanks for writing me here at Mayor Gaylor Baird’s office about issues you are experiencing with what you perceive to be an outdated electronic payment system for Lincoln Water System. I am forwarding your email on to Donna Garden, Assistant Director of Utilities and David Young, the head of the City’s IT division, Information Services, to review the concerns you have raised.

They will look into what can be done to update our payment processing system then get back to you with information and copy me on the response. I will also make sure City Council is informed of the findings. Your time in bringing this matter to my attention is much appreciated. Please continue to call on me any time you have questions or issues with Lincoln City government.

Sincerely,

Lin Quenzer
Ombudsman,
Title VI/ADA Official
Office of the Mayor
City of Lincoln, Nebraska
402-441-7511
To Whom It May Concern,

I just sent an almost identical email to the city council, and would like this passed on to the Mayor's officer, or the office of the head of the water department, as well.

When trying to pay my water bill recently, I got an error message from the website saying that the website was unable to accept payments from international IP addresses. By way of back story, I was using a VPN (because I was in an area with public Wi-Fi, and any security and identity theft expert will tell you NEVER to use any public wi-fi without a VPN), but the IP address I was using was a US-based IP address. When I called to report this glitch to the billing department, they told me that they did this intentionally "to prevent fraud."

While I understand the sentiment, I think this is an outdated way to run a website, let alone a public service. The Lincoln City website is obviously still built on "bones" that date back to the 1990's, and hasn't had a major update in several years, and I suspect that this policy is an old one dating back to early days of internet payments - smart to have at the time. But with modern internet payment systems, it doesn't really matter where the IP address is coming from, as long as the billing payment goes through.

Additionally, what about a Lincoln city resident who is traveling abroad when their water bill comes due? I asked this of the water department and was told that they would have to have someone in Lincoln pay their bill. That's ... I mean, tell me that's not ridiculous. It's 2019. Everybody under 60 uses a VPN if their value their data security, ESPECIALLY when making online payments; people travel internationally all the time; and websites for even small businesses support this capability. I would encourage you to fix this glitch and get our website up to date with this decade.

Respectfully,

Edward Boone

CONFIDENTIALITY NOTICE: This e-mail message, including any attachments, is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.
Hello.. I am sure the council gets this a lot ? or maybe not. But downtown parking IS NOT FAIR for business owners to park. We are a new business downtown Lincoln and are told there is a year waiting list for a spot in the garages . then when one does get a spot in the garages, game days take over and your not guaranteed your spot on these days which is not fair either do to the one that is paying for the spot already gets screwed out of the spot they are already pying for. so where can business owners park so that they can run their business’s and keep down town Lincoln going. What are the option?? There has to be something the city can do for business owners to run their shops and keep down town out of the ghost town situation??? thanks

Sent from Mail for Windows 10
The roundabout is very important to the Southwest of Lincoln to insure the safety and relieve the traffic congestion and saving lives of our citizens. It is a plus for people who like to bike that will finally have a safe path to ride on. The 7 intersections can’t handle the 40000 cars that drive through it daily and if you kick the can it will only make the matter unbearable and will we be able to handle it then? The money has already been approved by the previous city council for this project I implore you to follow their path to keep this project on schedule. Thank you for your time.

Joni mueller
--
Sent from Gmail Mobile
--
Sent from Gmail Mobile
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.

--
Sent from Gmail Mobile
--
Sent from Gmail Mobile
October 28, 2019

Dear Council Members:

As a longtime resident of the Rolling Hills Neighborhood, SE of the intersection of 14th Street and Old Cheney Road, I am writing to express my absolute support for City Councilman Richard Meginnis’ Ordinance to delay the construction of the planned roundabout and to divert $19.4 million of its planned funding to fix, repair, replace other streets in Lincoln.

I use this intersection 5-6 times per day, virtually every day of my life. I observe traffic patterns and issues with the traffic routing on a continual, daily basis.

Although there have, regrettably, been recent accidents at the merger point of Warlick Boulevard and southbound 14th street, by far the most severe issue with this intersection is with the northbound flow of traffic on 14th street at peak times of the day.

As you are probably aware, northbound 14th street is a four lane street from south of Pine Lake Road to Old Cheney Road, however, by design, northbound 14th street is reduced to one northbound lane and one right hand turn lane at the intersection of 14th Street and Old Cheney Boulevard. This design, during any time of heavy traffic flow, causes traffic on northbound 14th to back up and continually causes aggressive driving behaviors, road rage and accidents.

Northbound 14th street becomes 4 lanes again, approximately one half block north of the intersection of 14th and Old Cheney and remains 4 lanes all the way to Highway 2.

An easy solution to the majority of the traffic problems at the 14th and Old Cheney intersection would be to simply extend the two lanes of northbound 14th street through the Old Cheney intersection, to allow for the heavy traffic to flow through the existing intersection and northward.

As a citizen of Lincoln, a resident of the immediate area and frequent user of the intersection, I am asking you to support City Councilman Richard Meginnis’ Ordinance to delay the construction of the roundabout and to explore other alternatives for this intersection.

Thank you,

Dave Ellingson
NOTE: The information contained in this email message may be privileged and confidential information and is intended only for the use of the individual or entity named herein. If the reader of this message is not the intended recipient, or the employee or agent responsible to deliver it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is strictly prohibited. Although this email and any attachments are believed to be free of any virus or other defect that might affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by Dana F. Cole & Company, LLP or the author hereof in any way from its use. If you have received this communication in error, please immediately notify us by return email. Thank you.

Any accounting, business, or tax advice contained in this communication, including attachments and enclosures, is not intended as a thorough, in-depth analysis of specific issues, nor a substitute for a formal opinion, nor is it sufficient to avoid tax-related penalties. If desired, Dana F. Cole & Company, LLP, would be pleased to perform the requisite research and provide you with a detailed written analysis. Such an engagement may be the subject of a separate engagement letter that would define the scope and limitations of the desired consultation services.
Dear Mayor, and Council Members.

I had the honor to serve consecutive terms as a member of the Lincoln Charter Revision Group under four different mayors.

I recall what they told us as new members. Be careful of the Charter. Consider carefully...Do not alter it if there is another way to achieve the same goal.

I know that as city leaders you are trying to make ordinances that address real problems, but I'm asking you to please consider again...ONE...is it a real problem, or a perceived one? And TWO, could it be addressed another way to begin with??

So, I'm asking you all to please look at this short video from a newscast earlier this month. Listen to what the LPD representatives say about crime rates in Lincoln. Also listen to what citizens' perceptions of crime rates are. AMAZING!


You are considering passing an Ordinance to combat crime rates that are LOWER, when what you may need to address first is the PERCEPTION.

FIRST...Perhaps dial back the Ordinance a bit to make it Illegal to leave a firearm in an UNLOCKED vehicle for over 24 hours. Make it illegal to have a firearm in plain sight in an unattended vehicle.

SECOND...Start a campaign to get folks to THINK...

WORK THROUGH: So, how do we get people to THINK about what they are doing with regard to leaving firearms in vehicles? **If you notice in the video above, LPD says that Ad campaigns have worked well in the past.**

FACT: No one, yes, NO ONE wants someone to steal their "stuff", including firearms. I don't care where in Lincoln they live, or what socio-economic group they belong to, NO ONE wants their belongings stolen.

Come up with a phrase that works...short and sweet...Check it; Lock it! AND, that would work for homes, cars, everything.
At least think about it. Please.

Don't pass the Gun Ordinance, as it stands now. Rework it a bit. Then use an Ad Campaign to get everyone to buy into it.

Isn't that what you really want? Citizens buying into the safety and security of locking things up?

Thank you,

Barb Biffle
Teresa/Sony

Please see request below for 3-week deferred on SP19038 on today’s CC agenda.

Thanks.

Geri Rorabaugh, Administrative Officer
Lincoln-Lancaster County Planning Department
(402) 441-6365

From: Steve S. Henrichsen
Sent: Monday, October 28, 2019 1:34 PM
To: Geri K. Rorabaugh <grorabaugh@lincoln.ne.gov>
Cc: Tim S. Sieh <TSieh@lincoln.ne.gov>; Randy W. Hoskins <rhoskins@lincoln.ne.gov>; Pamela L. Dingman <PDingman@lancaster.ne.gov>; Tom Huston (thuston@clinewilliams.com) <thuston@clinewilliams.com>

Subject: Request for Three Week Delay Item 5f

Geri

Tom Huston on behalf of the applicant is requesting a delay to the November 18th City Council hearing for Special Permit 19038, item 5f on the agenda today. This will give the applicant time to work with the County Engineer on a compromise proposal. Please pass this along to the City Council office.

Thanks
Steve

Stephen Henrichsen, Development Review Manager
Lincoln/ Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508 402- 441- 6374