

Transportation Preferences Survey Report: May 3, 2011

In April of 2011, three transportation plans were taken to the public for their information and input. Two of the plans reflected financial constraints and looked at distribution of funding toward capital projects (Capital Emphasis Plan) or toward maintenance projects (Maintenance Emphasis Plan). The third plan looked at the true needs of the transportation program (Needs Based Plan).

During the public outreach effort, a survey of transportation preferences was provided either online or in paper format. The online survey was available from April 12 through April 27 at http://lincoln.ne.gov/city/plan/lplan2040/trans_survey.htm and the paper survey was available from April 13 through April 27 at the following locations:

- Bennett-Martin Library
- Gere Library
- Walt Library
- Eiseley Library
- Anderson Library
- Malone Community Center
- Hispanic Community Center
- Indian Community Center
- Asian Community Center
- Downtown Senior Center
- Northeast Senior Center
- Development Services Center
- People's City Mission

There were 590 responses to the online survey, 91 responses to the written survey, and one collective response representing 62 Asian Senior Citizens from the Asian Community Center (ACC), for a total of 743 responses. The responses received from the electronic survey included the IP address of the respondent. There were cases where multiple responses were received from the same computer. While it is possible that an individual could have completed more than one survey, this could also be due to two individuals in the same household sending in separate responses, or it could have been a computer used by multiple persons in an office, or public computers in a school or library. The responses were examined for any repetition from a single computer and no instances were found.

In the case of the paper responses, these were entered into the system by staff and all appear with the same IP address for this reason. In addition, a single survey was submitted from the ACC by its director. This survey represented the consensus of a group of 62 Asian senior citizens. These individuals have very limited English language abilities and according to the director they are all low income. The responses from this group are noted in the report, however, they are not included in the statistical analysis. They are included in the demographic information where appropriate.

For a summary of results see the summary tables on pages 14 – 16.

For a summary of the Narrative Responses see pages 16 and 17.

Demographics:

The results were analyzed for location by zip code, presence of low income households, and presence of racial and ethnic minorities. **Locational information** was reported by 567 of 681 non-ACC respondents and is reported here by zip code with a brief description of approximate location.

Zip Codes			Zip Codes		
63130	1	Omaha	68358	1	Firth
68132	1	Omaha	68333	1	Crete
68317	1	Bennet	68339	1	Denton
68368	1	Hallam	68510	48	Woods Park/Witherbee
68372	3	Hickman	68512	26	14 - 27 S of Pioneer
68501	1	NA	68434	1	Seward
68404	1	Martell	68517	91	27-56 S of HWY 2
68419	3	Panama	68520	6	Eastridge
68428	3	Raymond	68521	32	Highlands/Belmont
68502	99	Near South	68522	14	West A
68503	28	Hartley	68581	1	NA
68504	15	Uni-Place	68592	1	NA
68505	21	Meadowlane	68524	5	Airpark/NW Rural
68506	78	80-40 th S of A	68526	15	SE Rural
68507	14	Havelock	68527	2	E Rural
68508	54	Downtown	68528	3	West O
68509	1	UNL	68532	1	W Rural
68523	1	SW Rural			

For analysis, data was separated into 4 different groups: Core, City, County, and Other. The Core is made up of four zip code areas – 68502, 68503, 68508, and 68510. The City includes Lincoln zip codes which are generally inside the city limits, but not part of the Core. The County is those zip codes which are generally within the County, beyond the city limits. All others are those which are generally beyond Lancaster County. Results were compared between these four groups to find any correlation between location and preferences. (Note: zip code boundaries do not follow any city or county jurisdictional lines. Best judgment was used to distinguish those which had most addresses within the Core, City or County. Descriptions generally describe the location of the zip code areas. For a better description, please consult the map.)

Total Responses by area:

Core	227
City	292
County	40
Other	8

Income data were analyzed by household income and the number of persons in the household. Income levels displayed on the form correlated with low income guidelines as set by Housing and Urban Development FY 2010 Income Limits Documentation System which defines low income as 80% of the median household income for the area. 609 of the 681 respondents reported income and household size information. The Nebraska Community Foundation estimates 24% of Lancaster County residents fall into the low income category. Survey responses indicate a higher percentage of low income participants.

Household Size	Households at or below	Total	% low income
	Low Income	Households	
1 Person	73	117	62.39%
2 Person	46	258	17.83%
3 person	27	92	29.35%
4 person	20	97	20.62%
5 person	16	45	35.56%
Total Household	182	609	29.89%

Racial and ethnic information was reported by 645 of 743 respondents. 2010 Census data for Lancaster County are shown in the right column of the table for comparison. The percentage of those who identified themselves as Black, White, and Hispanic were considerably lower than the 2010 Census figures. The percentage of those that identified themselves as Native American, Asian, Hawaiian and Two or More Races was higher than for the county as a whole.

<u>Racial/Ethnic</u>	<u># Responding</u>	<u>% of Total</u>	<u>2010 Census</u>
White	535	72%	87%
Black/African Am	10	1.3%	3.5%
Native Am	6	0.8%	0.7%
Hawaiian/Pac. Islander	2	0.3%	0.1%
Asian	66	8.9%	3.5%
2 or More Races	25	3.4%	2.8%
Hispanic	13	1.7%	5.8%

Survey Results:

Survey results were analyzed two ways; Average response, and the number of respondents choosing each response for a statement. A response of Strongly Agree was scored as a 5, Agree as a 4, Neutral as a 3, Disagree as a 2, and Strongly Disagree as a 1. The number of individuals not responding is noted. Also noted is the response of the Asian Community Center group (ACC). The LPlan 2040 Advisory Committee responses are included in the full group results and are also separated out for comparison. Each question also includes a table of responses broken into the demographic groups described above and reported as percentage of all responses in that group.

Statement 1: More emphasis should be placed on the maintenance of roads.

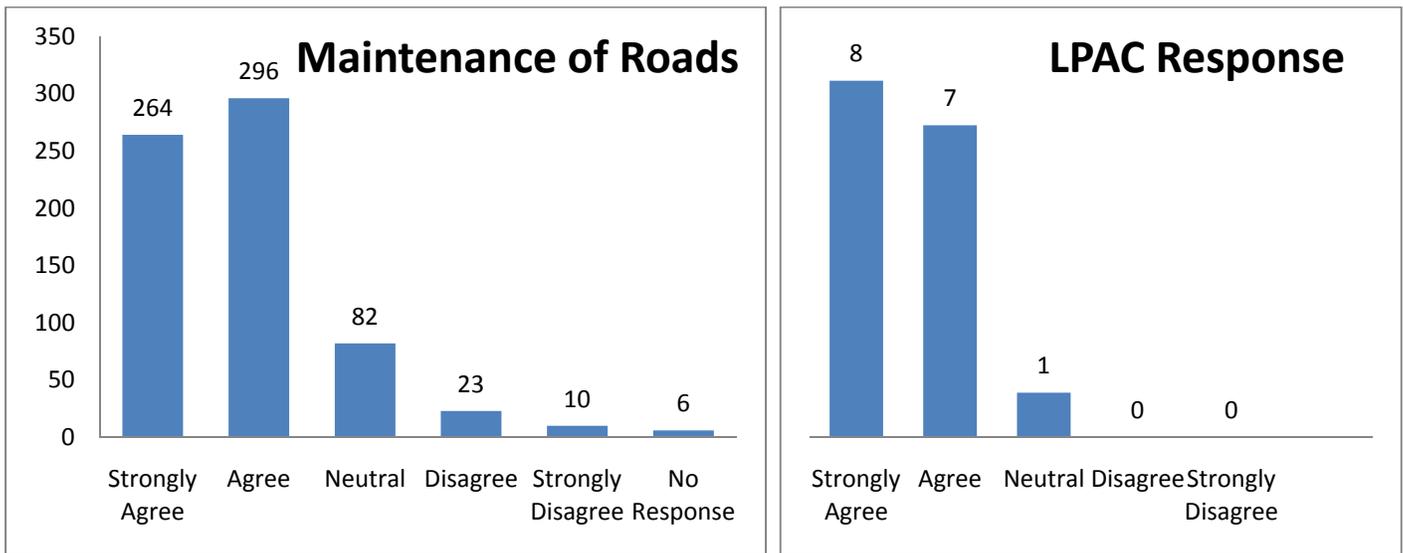
N=681

Not Responding = 6

Average = 4.16

LPAC Avg. = 4.44

ACC Response = 3



This statement received the greatest level of support from both the LPAC and Public surveys. More than 93% of LPAC members and 82% of the public agreed or strongly agreed with this statement. Minorities and those living outside of Lincoln tended to show more support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	38.8%	43.5%	12.0%	3.4%	1.5%
Low Income	35.9%	38.5%	17.1%	6.8%	1.7%
Minority	58.2%	18.8%	25.0%	0.0%	0.0%
City	38.5%	45.4%	12.3%	3.5%	0.4%
Core	33.3%	45.2%	13.7%	5.4%	2.4%
County	51.1%	28.9%	17.8%	2.2%	0.0%
LPAC	50.0%	46.7%	6.7%	0.0%	0.0%

Statement 2: More Emphasis should be place on widening existing roads in Lincoln.

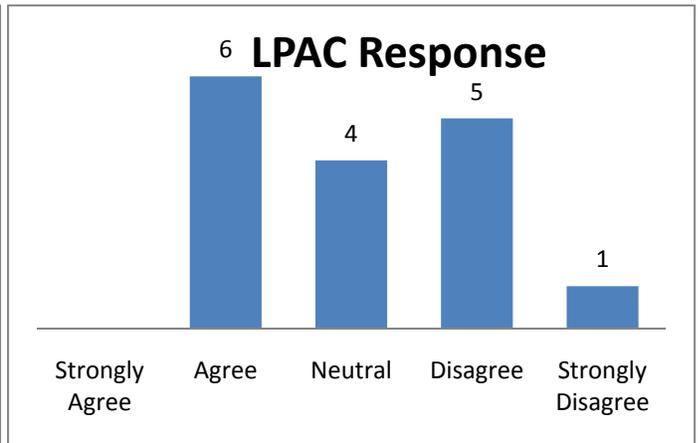
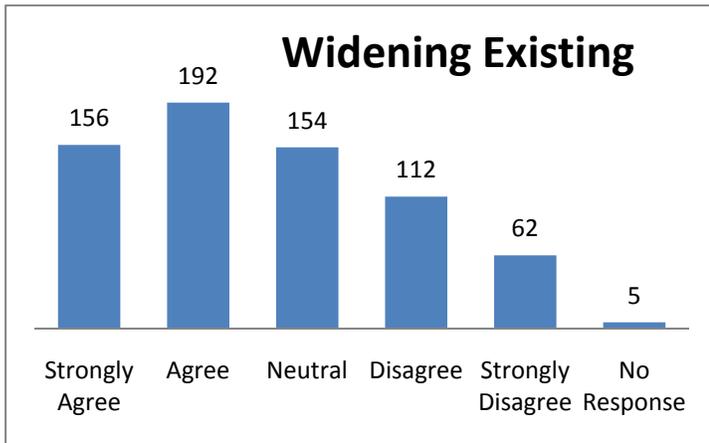
N= 681

Not Responding = 5

Average = 3.46

LPAC Avg. = 2.94

ACC Response = 3



The LPAC was more neutral on this topic than was the general public. Only 40% of LPAC members agreed while 51% of the general public agreed or strongly agreed. Low income and those living in the core of the city tended to show less support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	23.5%	28.9%	23.2%	16.9%	9.3%
Low Income	14.5%	26.5%	19.7%	22.2%	17.1%
Minority	33.3%	15.2%	27.3%	21.2%	3.0%
City	27.2%	35.2%	18.8%	12.6%	6.1%
Core	12.4%	19.5%	26.0%	24.9%	17.2%
County	37.8%	33.3%	17.8%	11.1%	0.0%
LPAC	0.0%	37.5%	25.0%	31.2%	6.2%

Statement 3: More emphasis should be placed on building new roads to serve development on the edge.

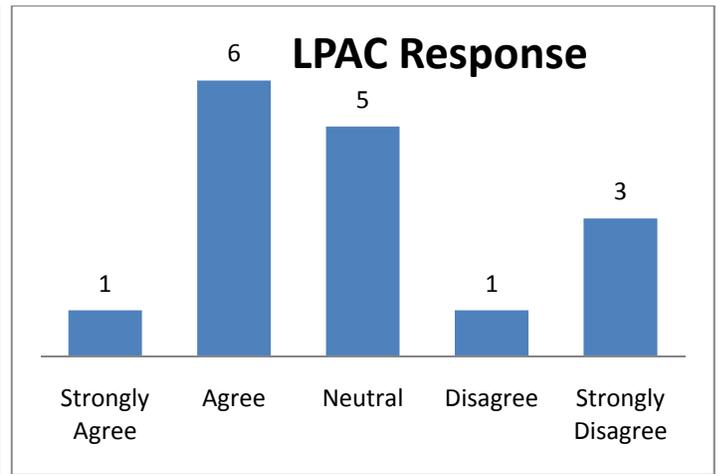
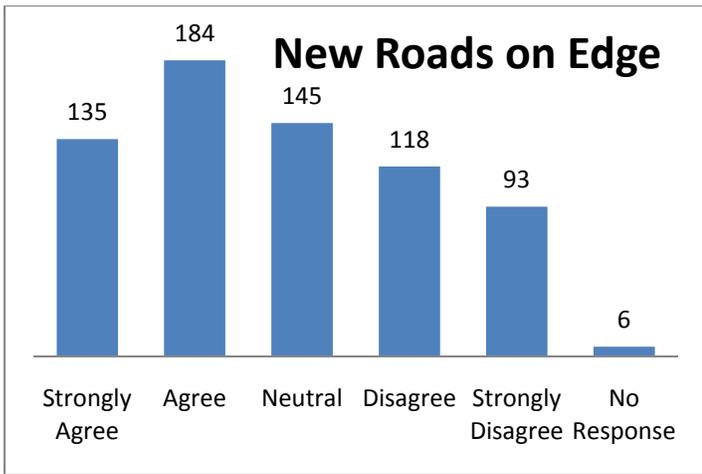
N= 681

Not Responding = 6

Average = 3.29

LPAC Avg. = 3.06

ACC Response = 3



While the average LPAC score for this statement was higher than statement 2, there were actually more respondents who “Strongly Disagreed” with this statement showing slightly more polarization. The public showed about 47% support for this statement. Low income and those living in the core of the city tended to show less support for this statement.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	20.3%	27.7%	21.8%	17.7%	14.0%
Low Income	13.7%	14.5%	26.5%	20.5%	24.8%
Minority	31.2%	15.6%	18.8%	18.8%	15.6%
City	23.8%	28.8%	21.5%	17.3%	8.5%
Core	11.3%	17.9%	20.2%	23.2%	27.4%
County	37.8%	28.9%	22.2%	8.9%	2.2%
LPAC	6.2%	37.5%	31.2%	6.2%	18.7%

Statement 4: More emphasis should be placed on transportation options in the county, outside Lincoln city limits.

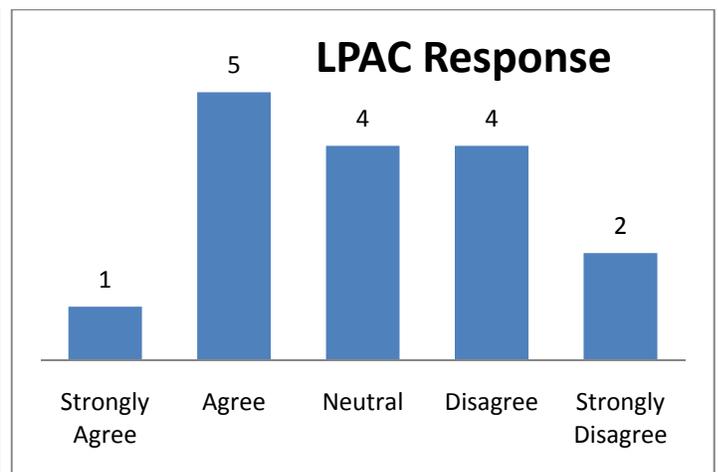
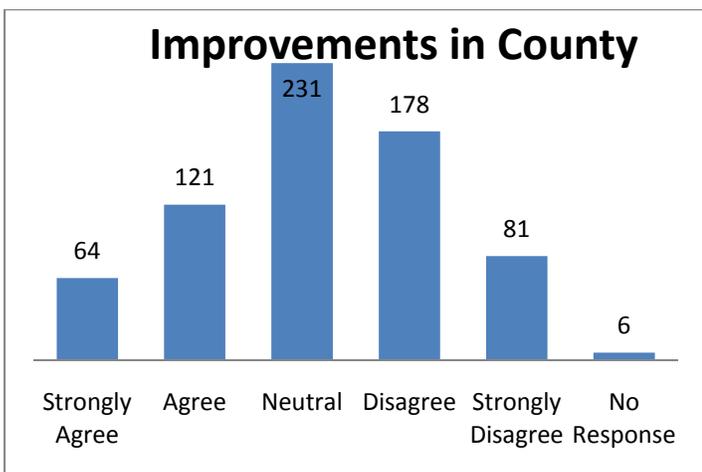
N= 681

Not Responding = 6

Average = 2.91

LPAC Avg. = 2.94

ACC Response = 3



The general public showed a much more neutral response to this statement, although both scored it nearly identically. Residents living outside the city tended to show more support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	9.4%	17.8%	33.9%	26.1%	11.9%
Low Income	8.5%	10.2%	33.9%	29.7%	17.8%
Minority	6.1%	21.2%	36.4%	18.2%	18.2%
City	5.0%	13.4%	38.7%	31.0%	11.9%
Core	4.2%	13.8%	32.9%	31.1%	18.0%
County	24.4%	35.6%	17.8%	13.3%	8.9%
LPAC	6.2%	31.2%	25.0%	25.0%	12.5%

Statement 5: More emphasis should be placed on improving the ability to walk from place to place in Lincoln.

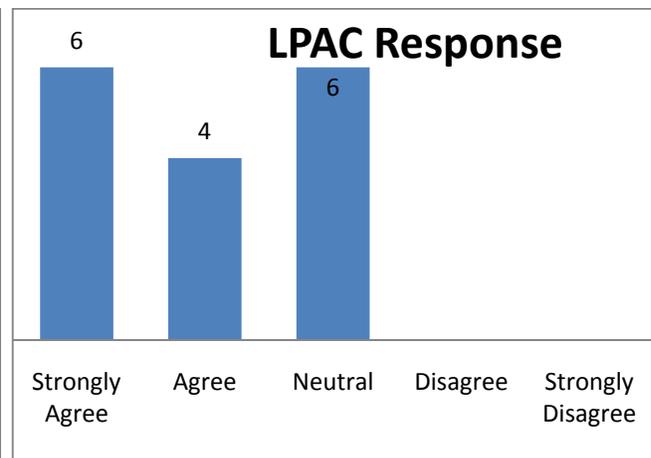
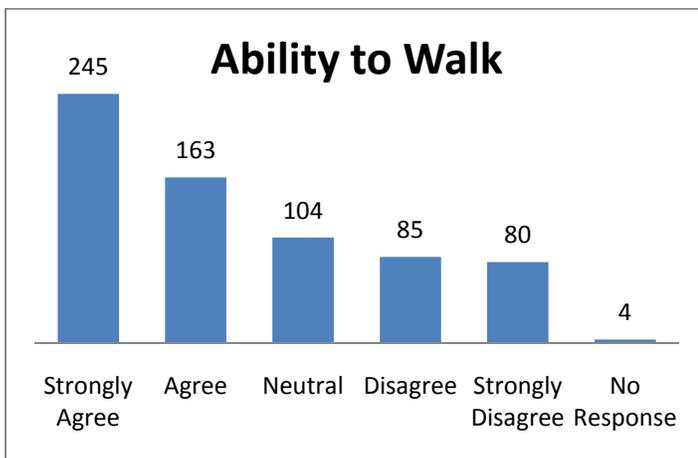
N= 681

Not Responding = 4

Average = 3.47

LPAC Avg. = 4.00

ACC Response = 5



This was the first response given by the ACC that was not “Neutral”. They strongly agreed with the statement. The LPAC also showed a great deal of support. The general public was a bit less supportive, but still had over 60% agree or strongly agree. Low income and core area residents showed much higher support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	36.8%	24.5%	15.6%	12.8%	12.0%
Low Income	50.0%	16.9%	12.7%	8.5%	11.9%
Minority	27.3%	30.3%	15.2%	6.1%	21.2%
City	26.0%	23.3%	19.1%	16.8%	14.9%
Core	52.4%	25.3%	5.3%	11.8%	5.3%
County	22.7%	18.2%	15.9%	13.6%	29.5%
LPAC	37.5%	25.0%	37.5%	0.0%	0.0%

Statement 6: More emphasis should be placed on improving the ability to use a bicycle to move from place to place in Lincoln.

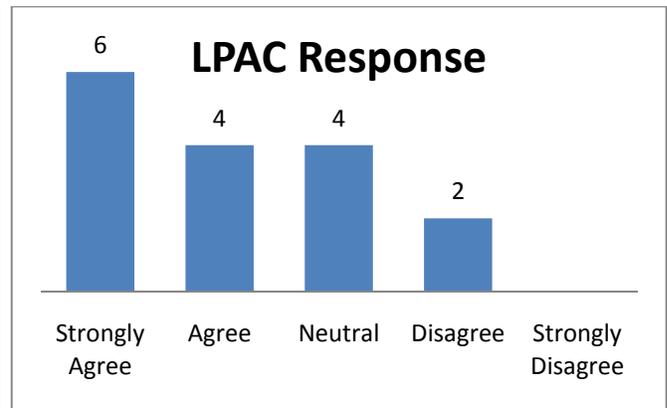
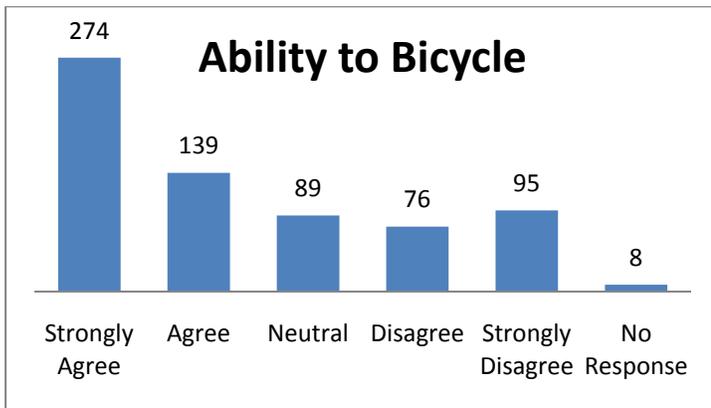
N= 681

Not Responding = 8

Average = 3.52

LPAC Avg. = 3.88

ACC Response = 4



Again, the LPAC and ACC showed stronger support for this statements, but over 60% of the general public did agree. Low income and core area residents showed higher support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	40.2%	20.4%	13.1%	11.2%	13.9%
Low Income	59.3%	11.0%	11.0%	8.5%	0.102
Minority	33.3%	21.2%	18.2%	3.0%	24.2%
City	35.5%	18.1%	15.1%	14.3%	17.0%
Core	58.2%	18.2%	6.5%	11.2%	5.9%
County	28.9%	22.2%	6.7%	8.9%	33.3%
LPAC	37.5%	25.0%	25.0%	12.5%	0.0%

Statement 7: More emphasis should be placed on improving the ability to use the bus to get from place to place in Lincoln.

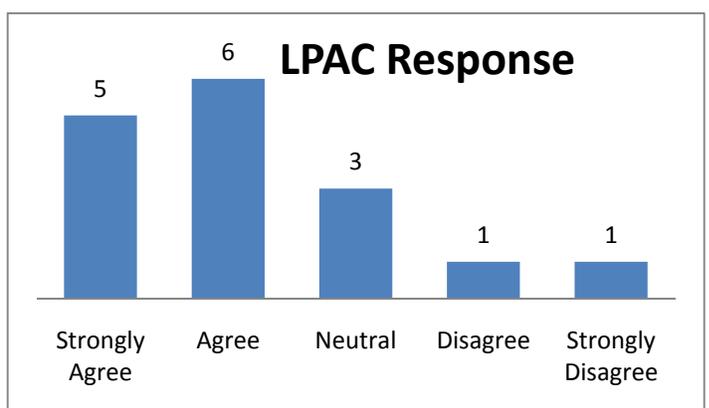
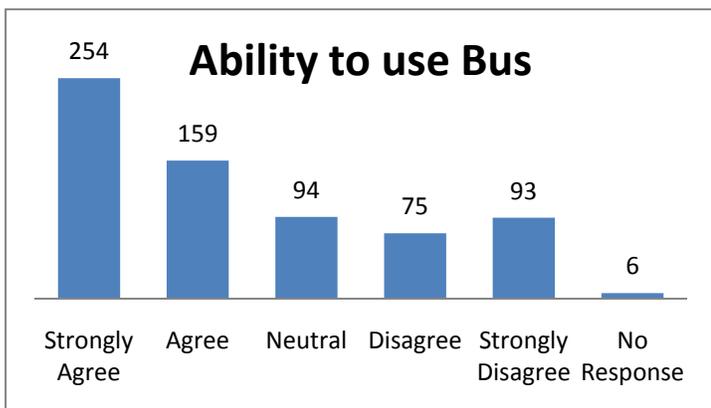
N= 681

Not Responding = 6

Average = 3.47

LPAC Avg. = 3.81

ACC Response = 5



About 50% of the general public and 68% of the LPAC agreed with this statement, as did the ACC. There was, however, a higher percentage of those who disagreed or strongly disagreed among the general public. Low income and core area residents showed much higher support, while those living outside Lincoln showed lower support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	37.3%	23.3%	13.8%	11.0%	13.7%
Low Income	47.5%	25.4%	9.3%	7.6%	10.2%
Minority	36.4%	18.2%	12.1%	9.1%	24.2%
City	25.5%	23.9%	17.8%	16.2%	16.6%
Core	50.0%	22.9%	12.4%	8.2%	6.5%
County	13.3%	22.2%	13.3%	13.3%	37.8%
LPAC	31.2%	37.5%	18.7%	6.2%	6.2%

Statement 8: Transit service should be provided within a reasonable walking distance of everyone in the City.

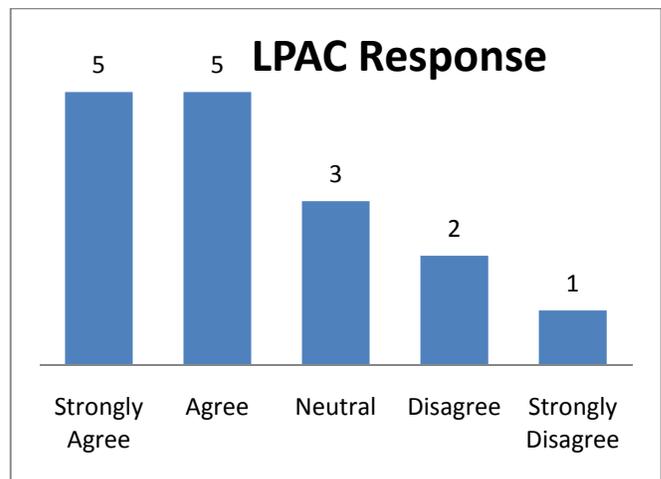
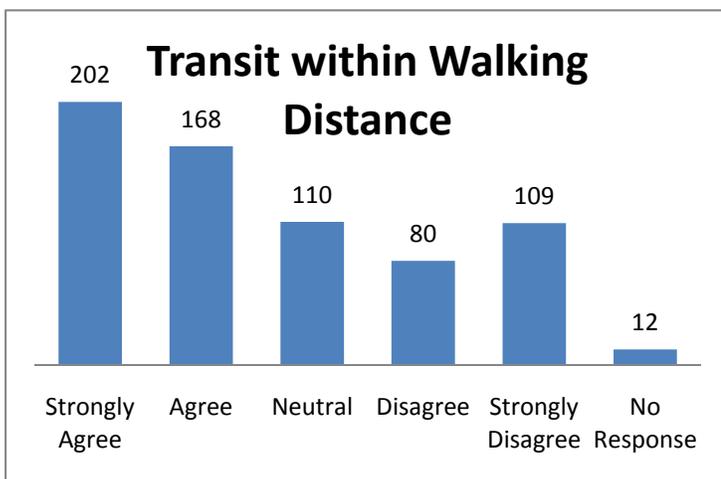
N= 681

Not Responding = 12

Average = 3.30

LPAC Avg. = 3.69

ACC Response = 4



About 55% of the general public and 62% of the LPAC agreed with this statement. Similarly, low income and core area residents showed strong support, while county residents showed less.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	29.7%	24.7%	16.1%	11.7%	16.0%
Low Income	43.1%	25.9%	11.2%	6.9%	12.9%
Minority	30.3%	24.2%	12.1%	12.1%	21.2%
City	19.9%	24.2%	20.7%	14.1%	21.1%
Core	40.1%	25.1%	15.6%	10.8%	8.4%
County	8.9%	20.0%	17.8%	17.8%	35.6%
LPAC	31.2%	31.2%	18.7%	12.5%	6.2%

Statement 9: Transit service should be provided at a higher level along major transportation corridors.

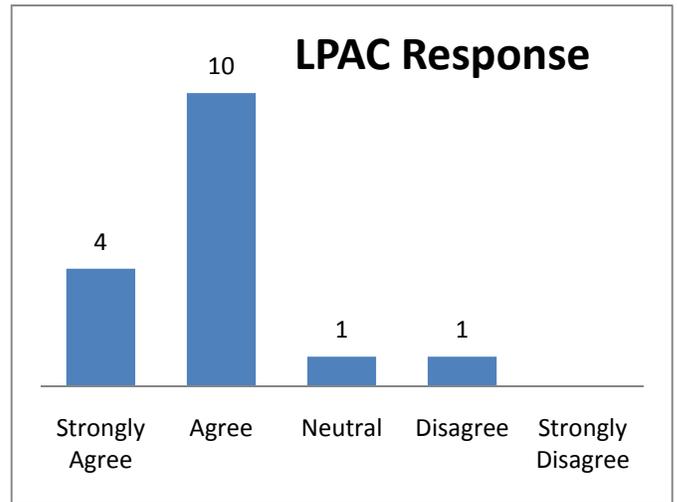
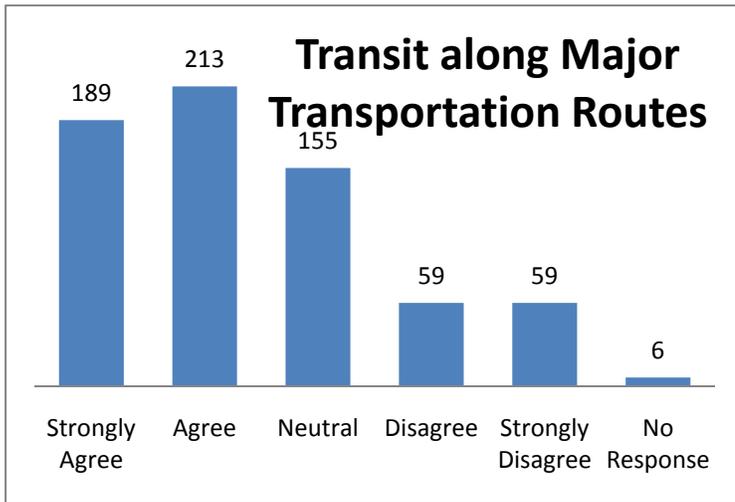
N= 681

Not Responding = 6

Average = 3.53

LPAC Avg. = 4.06

ACC Response = 3



About 59% of the general public and over 87% of the LPAC agreed with this statement, more than in the previous question. Support was strongest among low income, minority, and residents who live in the core area.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	27.7%	31.3%	22.8%	8.7%	8.7%
Low Income	39.3%	23.9%	17.9%	10.3%	8.5%
Minority	37.5%	28.1%	12.5%	6.2%	15.6%
City	19.6%	31.5%	27.3%	12.3%	9.2%
Core	39.1%	32.0%	20.1%	4.7%	4.1%
County	13.6%	31.8%	25.0%	2.3%	27.3%
LPAC	25.0%	62.5%	6.2%	6.2%	0.0%

Statement 10: County roads are maintained to an adequate level.

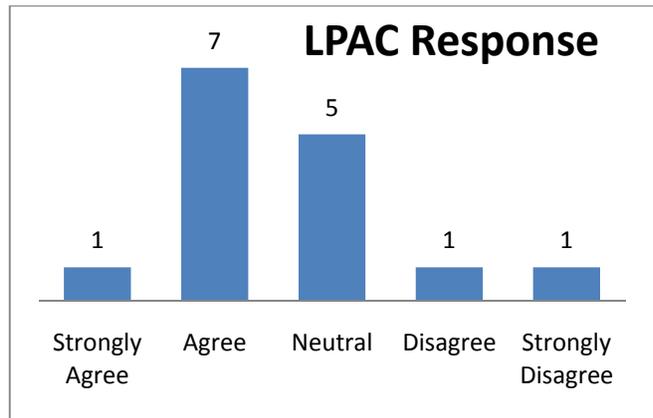
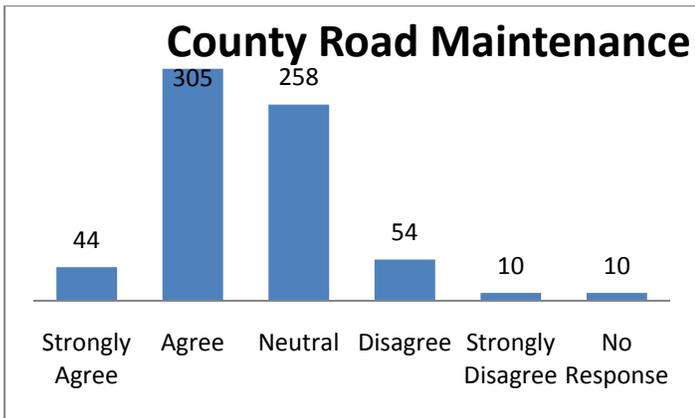
N= 681

Not Responding = 10

Average = 3.45

LPAC Avg. = 3.40

ACC Response = 3



Most respondents either supported or were neutral to this statement. The LPAC and general public responses were nearly identical.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	6.5%	44.8%	37.9%	7.9%	1.5%
Low Income	9.3%	37.3%	47.5%	5.9%	0.0%
Minority	12.1%	27.3%	48.5%	9.1%	3.0%
City	7.0%	49.0%	35.8%	7.4%	0.8%
Core	9.6%	47.3%	38.3%	4.8%	0.0%
County	4.4%	55.6%	20.0%	15.6%	4.4%
LPAC	6.7%	46.7%	33.3%	6.7%	6.7%

Statement 11: There should be a minimum of two paved roads in and out of every town in the county.

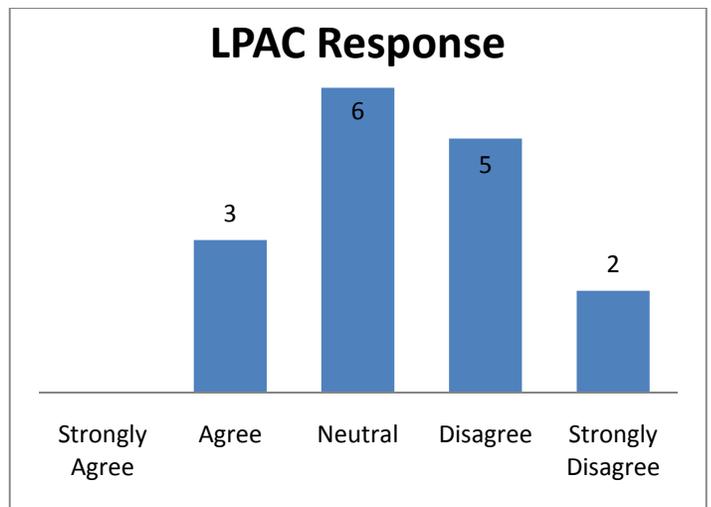
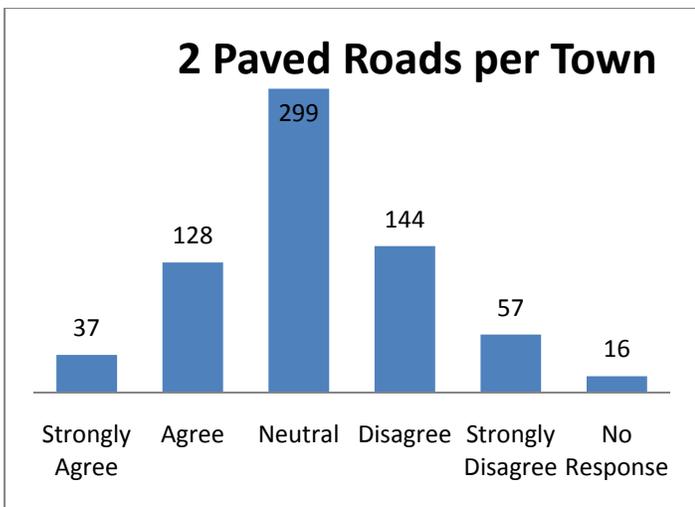
N= 681

Not Responding = 16

Average = 2.92

LPAC Avg. = 2.63

ACC Response = 3



This statement received the most neutral response of any in the survey. County residents showed the strongest support.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	5.4%	18.8%	43.9%	21.1%	8.4%
Low Income	3.4%	17.9%	53.0%	18.8%	6.8%
Minority	3.0%	18.2%	57.6%	15.2%	6.1%
City	2.0%	20.3%	42.6%	25.0%	10.2%
Core	3.0%	12.0%	54.5%	25.1%	5.4%
County	11.1%	26.7%	33.3%	15.6%	13.3%
LPAC	0.0%	18.7%	37.5%	31.2%	12.5%

Statement 12: Property owners should pay for all or a portion of the cost to repair sidewalks in front of their property.

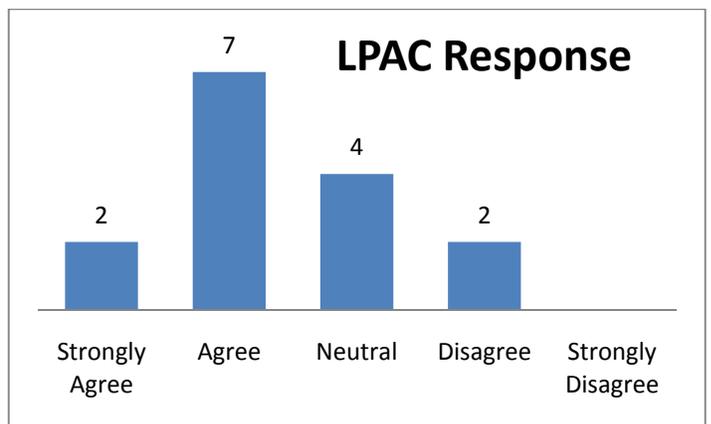
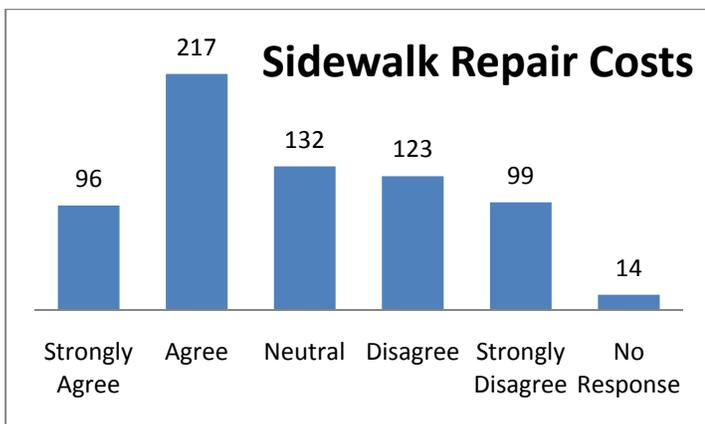
N= 681

Not Responding = 14

Average = 3.13

LPAC Avg. = 3.60

ACC Response = 4



This statement received general agreement among respondents, with 46% of the general public and 57% of the LPAC agreeing.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	14.1%	31.9%	19.4%	18.1%	14.5%
Low Income	11.0%	25.4%	21.2%	25.4%	16.9%
Minority	18.2%	36.4%	15.2%	9.1%	21.2%
City	15.1%	32.6%	17.1%	20.2%	15.1%
Core	15.6%	36.5%	18.0%	16.2%	13.8%
County	16.3%	34.9%	23.3%	7.0%	18.6%
LPAC	12.5%	43.7%	25.0%	12.5%	0.0%

Statement 13: In order to create a transportation system that meets the needs of 2040, I am willing to pay an additional \$12 per month above the current \$40 per month my household currently pays.

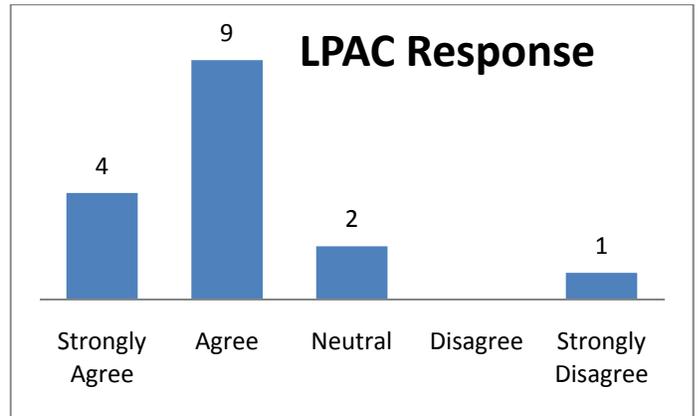
N= 681

Not Responding = 7

Average = 3.31

LPAC Avg. = 3.94

ACC Response = 3



The LPAC, at over 81%, agreed much more strongly with this statement, although 54% of the general public also agreed. Low income and core area residents showed more support than the overall results would indicate.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
All	27.6%	26.3%	16.7%	12.0%	16.3%
Low Income	31.6%	25.6%	15.4%	7.7%	19.7%
Minority	27.3%	24.2%	9.1%	12.1%	27.3%
City	29.1%	23.8%	15.3%	15.3%	16.5%
Core	40.4%	30.7%	12.0%	7.2%	9.6%
County	11.1%	22.2%	20.0%	8.9%	37.8%
LPAC	25.0%	56.2%	12.5%	0.0%	6.2%

Summary tables

The following are a select few summary tables of the information presented above.

The first series of tables rank the statements in order according to their average score and to the percentage of respondents indicating that they Agree or Strongly Agree with the statement. General results are compared to LPAC results for reference.

Rank Order Based on Mean Score		
General Results		
Question 1	Emphasize Maintenance of Roads	4.16
Question 6	Emphasize Biking	3.52
Question 9	Transit Corridors	3.51
Question 5	Emphasize Walking	3.47
Question 7	Emphasize Bus System	3.47
Question 10	Adequate County Maintenance	3.47
Question 2	Emphasize Widening Existing Roads	3.46
Question 13	Willingness to Pay More	3.32
Question 8	Transit Coverage	3.30
Question 3	Emphasize Building New Roads	3.29
Question 12	Property Owners Pay for Sidewalk Repair	3.13
Question 4	Emphasize County Improvements	2.91
Question 11	Two Paved Routes In/Out of Towns	2.90

Rank Order Based on Mean Score		
LPAC Results		
Question 1	Emphasize Maintenance of Roads	4.44
Question 9	Transit Corridors	4.06
Question 5	Emphasize Walking	4.00
Question 13	Willingness to Pay More	3.94
Question 6	Emphasize Biking	3.88
Question 7	Emphasize Bus System	3.81
Question 8	Transit Coverage	3.69
Question 12	Property Owners Pay for Sidewalk Repair	3.60
Question 10	Adequate County Maintenance	3.40
Question 3	Emphasize Building New Roads	3.06
Question 2	Emphasize Widening Existing Roads	2.94
Question 4	Emphasize County Improvements	2.94
Question 11	Two Paved Routes In/Out of Towns	2.63

Rank Order Based on Percent Agreement		
General Results		
Question 1	Emphasize Maintenance of Roads	82.20%
Question 5	Emphasize Walking	61.35%
Question 6	Emphasize Biking	60.65%
Question 7	Emphasize Bus System	60.65%
Question 9	Transit Corridors	59.03%
Question 8	Transit Coverage	54.33%
Question 13	Willingness to Pay More	53.89%
Question 2	Emphasize Widening Existing Roads	52.41%
Question 10	Adequate County Maintenance	51.25%
Question 3	Emphasize Building New Roads	47.97%
Question 12	Property Owners Pay for Sidewalk Repair	45.96%
Question 4	Emphasize County Improvements	27.17%
Question 11	Two Paved Routes In/Out of Towns	24.23%

Rank Order Based on Percent Agreement		
LPAC Results		
Question 1	Emphasize Maintenance of Roads	96.67%
Question 9	Transit Corridors	87.50%
Question 13	Willingness to Pay More	81.25%
Question 7	Emphasize Bus System	68.75%
Question 5	Emphasize Walking	62.50%
Question 6	Emphasize Biking	62.50%
Question 8	Transit Coverage	62.50%
Question 12	Property Owners Pay for Sidewalk Repair	56.25%
Question 10	Adequate County Maintenance	53.33%
Question 3	Emphasize Building New Roads	43.75%
Question 2	Emphasize Widening Existing Roads	37.50%
Question 4	Emphasize County Improvements	37.50%
Question 11	Two Paved Routes In/Out of Towns	18.75%

The following table summarizes the percentage of Agree and Strongly Agree responses for low income respondents compared to those who are not low income, and to the group as a whole.

	PERCENT AGREE/STRONGLY AGREE	Low Income	Not Low Income	All
1	More maintenance	74%	84%	83%
2	More widening	41%	55%	54%
3	More new roads	28%	50%	48%
4	More improvements outside city	19%	23%	24%
5	Improve walkability	67%	55%	56%
6	Improve ability to bicycle	70%	58%	59%
7	Improve ability to use StarTran	73%	52%	55%
8	Transit service within walking distance	69%	45%	49%
9	Transit service at higher level	63%	55%	55%
10	County roads adequate	47%	61%	56%
11	Two Paved Routes in every town	21%	21%	22%
12	Property owners pay for sidewalks	36%	52%	48%
13	Willing to pay for needs	57%	56%	54%

This table compares the Agree and Strongly Agree responses by the three geographic areas and compares them to the overall responses.

	PERCENT AGREE/STRONGLY AGREE	City	Core	County	All
1	More maintenance	84%	79%	80%	83%
2	More widening	62%	32%	71%	54%
3	More new roads	53%	29%	67%	48%
4	More improvements outside city	18%	18%	60%	24%
5	Improve walkability	49%	78%	41%	56%
6	Improve ability to bicycle	54%	76%	51%	59%
7	Improve ability to use StarTran	49%	73%	36%	55%
8	Transit service within walking distance	44%	65%	29%	49%
9	Transit service at higher level	51%	71%	45%	55%
10	County roads adequate	56%	57%	60%	56%
11	Two Paved Routes in every town	22%	15%	38%	22%
12	Property owners pay for sidewalks	48%	52%	51%	48%
13	Willing to pay for needs	53%	71%	33%	54%

Finally, this table creates a group of respondents who Strongly Agreed with statement 13, **In order to create a transportation system that meets the needs of 2040, I am willing to pay an additional \$12 per month above the current \$40 per month my household currently pays**, and shows the percentage of that group who Agree or Strongly Agree with all of the other statements, and compares them to all respondents who agreed with statements 1 – 12.

	Those who Strongly Agreed with Question 13	All
PERCENT AGREE/STRONGLY AGREE		
1 More maintenance	81%	83%
2 More widening	44%	54%
3 More new roads	37%	48%
4 More improvements outside city	21%	24%
5 Improve walkability	77%	56%
6 Improve ability to bicycle	79%	59%
7 Improve ability to use StarTran	75%	55%
8 Transit service within walking distance	64%	49%
9 Transit service at higher level	74%	55%
10 County roads adequate	61%	56%
11 Two Paved Routes in every town	22%	22%
12 Property owners pay for sidewalks	67%	48%

Narrative Responses:

The survey allowed respondents to enter narrative responses for three questions:

Are there projects not shown as part of any of the packages that you believe are important? If so, what are they?

Are there projects shown as part of any of the packages that you believe are not important? If so, what are they?

What other comments do you have on transportation in Lincoln and Lancaster County?

The full text of these responses can be found at the end of this report. The following is a summary of those narrative responses most commonly shared.

General non-automobile: Eight people expressed support for development of transportation modes other than personal vehicles while 2 felt automobiles should be the focus of all plans.

Trails: 63 people mentioned trails in their narrative. 39 of these expressed some level of support for the continued construction of trails, 24 felt further expansion should not be supported.

On-Street Bike Lanes/Facilities: The Downtown bike lanes were specifically mentioned in the negative by 13 people. While 45 supported further development of on-street facilities/bike racks/showers/etc... and 14 did not support further development.

Pedestrian Facilities/Sidewalks: The majority, 25 of respondents mentioning these facilities were in support with only 2 expressing no support.

Compact Growth/Mixed Use: 17 people mentioned compact growth, or a related topic, as a tool for transportation development while 7 supported growth that was not regulated or controlled.

Bus Service: 170 people mentioned the bus or transit system in their comments. Generally, 28 supported reducing or eliminating the system, while 142 supported improving it in some way. Of those supporting elimination, 3 suggested privatizing, 8 said no one rides the bus, 12 proposed it be reduced or cut, and 5 said it was too poorly managed to survive. Of those supporting the system, 53 wanted to see service expanded in some way, 40 specifically wanted extended hours and Sundays, 9 suggested smaller busses, 6 suggested increased service on main corridors, and 4 suggested express or BRT service.

Traffic Light timing was mentioned as a need by 12 people.

Parking was mentioned as a need by 6 people.

Complete Streets were specifically mentioned by 6 people.

New Roads/Capital Plan was supported by 7 people while 11 felt it should be a lower priority.

Maintenance was supported by 39 respondents with none speaking against it.

Roundabouts were supported by 3 people, one of which specifically mentioned 14th and Superior, and not supported by 15, 7 of which specifically mentioned the same corner.

South and East Beltway: 46 people support the building of one or both of these beltway projects. 10 people do not support them.

Interior Road Widenings were specifically mentioned by 91 people with 74 in favor and 17 opposed. The following roads were specifically mentioned:

	Widen	Do Not Widen
S. 27th	39	3
S. 56th	6	
Old Cheney	1	3
O St		1
40th	2	2
13th		2
48th	4	
70th	2	1
33rd		1
14th	1	
South St	1	
NW 48th	2	

Q14. Are there projects not shown as part of any of the packages that you believe are important? If so, what are they?	Q15. Are there projects shown as part of any of the packages that you believe are not important? If so, what are they?	Q16. What other comments do you have on transportation in Lincoln and Lancaster County?
Fix the bike lanes in downtown so they are safe. Fix/remove the railroad tracks on S 8th next to the old Meadow Gold plant. Very dangerous.		
RELIABLE bus service 24 hour bus service. This would cut down on the number of vehicles on the road, which would make much more sense than dumping more money into widening roads pointlessly.		It is an utter joke that our public transportation system is in the state that it is currently. The people who need the bus system most, probably don't work 9 to 5 jobs. Good solid public transportation is vital to the long term growth of Lincoln.
You need to Widen 27th Street between South Street and Highway 2 NOW!		It is pretty difficult getting around town, which discourages people from going beyond their immediate neighborhood to shop, which is bad for retail.
So. 56th Street from Old Cheney to Pine Lake....this is necessary on any plan. Pine Lake Road from 56th to HWY 2.		Roadways need to be a "priority" over the trails network. The greater good of the community is served by a solid roadway network.....I have nothing against trails and I do use them upon occasion, however, in a funding priority, road systems need to be expanded and maintained before priority of building trail systems. Expansion of the tax base by fostering growth should help the revenue basis for affording trail expansion in the future.
Widen south 27th street between south and highway 2. Widen 70th street between O and havelock avenue.	Old cheny between 70th and 84th needs widened but the current plan is excessive. a design more like what already exists between 56th and 70th is better. The design should incorporate a roundabout instead of the current light at 77th.	We need better north-south roads through Lincoln (such as 27th and 70th) traffic lights need to be timed better through out the city. lights placed where residential roads intersect with main arterial roads should not interrupt the timing of the arterial lights.
		Getting away from car-centered planning will do nothing but good in Lincoln. From wellness and environmental benefits to stronger community connections (based on people interacting with the community as they walk or bike by),the transit and bike/pedestrian improvements should be the focus.
North 1st from Superior to Cornhusker is terrible and needs to be done prior to the North 14th and Superior project as traffic will be increased on North first during that time. North 1st is just tearing up the front end of cars and has a lot of traffic. Current project date for North 1st is 2012 but that needs to be moved up to THIS YEAR (2011).	I believe the roundabout at 14th and Superior could be better served by widening 14th street,and making 2 left turn lanes and a one right lane turn only.	A lot of traffic movement could be corrected by right turn lanes at intersections. Many times 6-8 cars are waiting to turn right but the car up front is going straight so all those cars are just sitting there waiting on one car. California uses right turn lanes to help move traffic faster and it is needed badly in Lincoln.

<p>road maintenance outside city limits. There are many county roads that are not well maintained that I would love to see something done with. There are other roads that I don't feel are able to handle the volume of rush traffic as well as they potentially could</p>	<p>the bus system. It either needs totally overhauled or needs to be cut out entirely.</p>	<p>I would rather see the roads maintained in decent condition than have a bunch of bike/foot trails built. I feel like the existing trails don't see as much use as the roadways, and while they're nice and a good idea on paper, I don't think they're utilized nearly as much as the roads are.</p>
<p>The current bus system is not managed nor run effectively to encourage ridership.</p>	<p>Expanding trails into new communities should NOT be part of this plan, that cost should be put on the community that wants the trails or onto the developers.</p>	<p>The current bus system is not managed nor run effectively to encourage ridership.</p>
<p>I don't see an extension of the Jamaica North bike path into downtown Lincoln at 4th and J Streets. That would be a major step toward helping more people in Southwest Lincoln to commute to work and to the Haymarket for events via bicycle.</p>	<p>I think we should go more slowly on extension of new roads out into the rural areas of the county. We should be controlling urban sprawl more than we are. Some of the newer housing developments are way south of the city and are being created mostly to escape impact fees and to use land that is cheaper to the developer. We can do better here in Lincoln and should look to other progressive cities as models. After all, we are both the capital and the site of Nebraska's major university. We need to set an example for the rest of the state!</p>	<p>See # 15 above.</p>
	<p>It is not necessary to increase bus routes because very few ride the bus now.</p>	<p>Widen North-South routes, especially 27th street, to move traffic.</p>
<p>Adding new turn lanes or making existing right and left hand turn lanes longer on most major corridors and intersections is desperately needed ??? plant new trees if you have to take the old ones out or eliminate the trees altogether.</p>	<p>More needs to be done to synchronize the traffic lights so when driving along major corridors you do not have to stop at every traffic light - keep traffic flowing! Rail Road Crossing repair so motorcycles can pass over safely without slowing in traffic.</p>	<p>As a property owner in SW Lincoln I am willing to pay \$8 to \$10 more in taxes a month to support the Needs Based Plan if the full build out portion of the trails system was reduced to 50% as in the Maintenance Emphasis Plan and transit (bus) services were funded as in the Maintenance Emphasis Plan eliminating emphasis on providing bus service to all areas of the city concentrating on main corridor routes were the system is more heavily used during work hours not expanding service to late evenings.</p>
<p>The section of Highway 2 that is congested in every example. concerning question #13: I would gladly pay more to achieve more sidewalks, (especially along some of the busy streets that don't have them) bike paths/lanes and a usable bus system. I WOULD NOT PAY more to build more multi-lane streets to new housing developments on the edge of town or out of town or to widen streets through existing neighborhoods such as South 27th street, South 40th street, or south 13th street.</p>		
<p>The City needs to adopt a Complete Streets policy.</p>		

<p>On street bike facilities. Bike lanes downtown and especially new roads that are being built. A fine example would be Fletcher between 14th and 27th street. Here is a brand new road that could provide major east/west access but the road was built narrow with curbs and no room for a future bike lane. We need Public Works that has a vision that includes other modes of transportation as we grow as a city.</p>	<p>East/West bypass</p>	
<p>North 98th Street from Adams to US-6'A' Street, east to 98th Street Downtown Transit Center is missing. The concept of adding "Bus Rapid Transit" is missing. Pedestrian District Enhancements are missing</p>	<p>'O' Street widening from 19th to 44th Street. South Street from Coddington to Folsom Street. Rokeby Road Improvements</p>	<p>The Plan needs to have a greater focus on developing and redeveloping the urban core. All new developments and redevelopments need to include pedestrian and transit elements.</p>
		<p>Expansion is inevitable, however, we need to seriously consider minimum outwards expansion and concentrate on our existing space. Building up rather than out while restoring and maintaining existing buildings will help to keep Lincoln a close-knit community with natural areas available for everyone within a reasonable distance outside city limits. Spending less money on road expansion could encourage citizens to utilize alternative forms of transportation. Also, I believe that better promotion of these plans would encourage more citizens to participate and contribute to the overall outcome.</p>
		<p>Make developers pay for new roads in new areas. Don't repeat the mistake at Hwy 77 and West Denton Road. Poor street maintenance adversely affects bicycles even a small pothole can damage a wheel or throw a cyclist from their bike, resulting in injury.</p>
<p>Bike trail signs/arrows so newcomers can learn faster!</p>		
<p>Repairing the bike trail bridges that have been lost in the past few years.</p>		
<p>it strikes me that the benefits of the Maintenance Emphasis Plan, combined with a couple hundred thousand extra shown in the Needs Based Plan for bikes and trails would be the best option ... it has been shown time and time again that widening roads does not solve congestion, because it invites new cars to use the bigger better roads, and we're in the same place!</p>		
<p>Bike lanes added to arterial streets. Also please make cyclists safety a higher priority than having extra parking spaces by making bike lanes on the far edge of streets, going both ways with the direction of traffic. Also, please look at bicycle awareness programs like those in Portland, OR and Minneapolis, MN.</p>	<p>Lincoln is far too dependent on car transportation. Increasing the availability of public transportation (i.e. bus system) will create a more livable community and decrease the wear on our roads thus saving city money through reduced maintenance costs.</p>	
		<p>It will be much more expensive to fix these problems later than address them now</p>

The beltway is of minor importance. If it's possible for the city to take that money and split it between improving existing Lincoln and transit I think that would be a better way to spend 180 million dollars. That's a decade of better, free, bus service. Or, what, 3 decades of a freeway that won't serve half the city? The only tragedy of not building it would be if that money would simply be unreachable otherwise. I'd hate to see that money build another freeway out east.

I think it would be best to replace the hub and spoke model of bus routes with a grid-based model.

* Arterial speeds are too high, especially in new developments. 45mph speed limits on 5 lane arterials with absolutely no secondary routes is not acceptable. Walking is miserable because of the noise, and there are no trees. Riding is miserable because the traffic is so fast and there's no way to get away from it. * Curv-a-linear design is not acceptable. It's anti-pedestrian as it doubles walking distances to nearby amenities (what few there are as the city hasn't built a proper neighborhood in 40 years). It's anti-bike as it means secondary roads are non-existent: The city goes to extreme efforts to make them confusing, and to make sure they don't connect across main roads. Either the city should concentrate on good secondary routes or it should make arterial roads "complete streets" with bike lanes and traffic calming measures as well as quality walkable sidewalks with trees. "Core" Lincoln has the best transportation services in the entire city in every conceivable way. Major streets shutting down allows traffic to route onto other major roads. The major roads are still walkable, and crossable. Secondary routes abound, and bicyclists have no trouble navigating safely without special trails. What I'm guessing that the transportation department doesn't understand is that transport isn't about miles traveled and average speed. Transportation is about getting places. Getting the places closer together, if it gets you there easier, is a fine solution.

24 hours service on major route busses. more bike racks, bike lanes, and education for drivers about cyclists, and the laws pertaining to them.

	<p>In my opinion, widening the streets inside the city is not going to improve transportation for the long term. What we need are better, wider bicycle routes and a better bus system with more routes/hours of operation. It seems clear that the future of street decongestion is not more ugly concrete (i.e. wider streets), but fewer cars on the existing streets because people choose a bicycle or a bus over the congestion. Improving our bicycle infrastructure (i.e. bike lanes, more and wider trails) and bus use is what will make us not have to repair roads as rapidly, because fewer two-ton vehicles will be on them. This, to me, is the most beneficial investment in Lincoln's future. Bicycle traffic means lower construction costs, lower repair costs, and a healthier, more beautiful city.</p>
	<p>A serious look needs to be taken regarding the lack of maintenance in the core and older neighborhoods. Multiple alleys are near such deterioration they are impossible to navigate. Considering off-loading sidewalk maintenance to property owners will result in fewer repairs - and general removal of trees in city row which cause a portion of the sidewalk issues. Why don't you ask the home owners to pay for street repairs in front of their homes as well?</p>
	<p>I use the bike routes quite extensively and Lincoln should be very proud of what it has accomplished with regard to the the trail system. That being said it would be nice to see it expanded so that more of the trails connect directly with one another.</p>
	<p>Are you dialoging with Omaha re: light rail to and from Lincoln/Omaha and the necessary transit system to accommodate commuters to and from their destinations? Seem to me this would be a significant aspect to any plan that extends to 2040 and would certainly have important implications for a local transit system. WE NEED TO ENCOURAGE MASS TRANSIT SYSTEMS and subsequent behavior changes if we are ever coming to terms with our energy needs rather than simply and repeatedly expanding and widening our road system.</p>
	<p>More bike lanes</p>
	<p>Traffic would flow much better if traffic signal lights were properly timed along one way streets such as 9th & 10th Streets.</p>
	<p>The east and south radial beltways REALLY need to get rolling. Also, these MUST include a paved corridor for pedestrians and cyclists!!!</p>

<p>Maintenance of trails, bridges. Completion of bypass routes around city A few express bus routes</p>	<p>Please show scientific data to citizens that widening roads and building more roads does NOT alleviate congestion. This has been proven time and again. Creating safe, efficient infrastructure for alternative modes of transportation is key to a healthy city. Maintaining what we have is also very important.</p>
<p>Bike Trails and Sidewalks!</p>	<p>Multi-Mode transportation is crucial to the future of Lincoln. As a community we have the opportunity to be seen as a progressive town or slide into mediocrity. Trails, on street bike routes, parks, public transportation, bike lanes, and complete streets make Lincoln or more livable town. I am in favor of more infill in order to keep our city center vibrant. When developing the outskirts of Lincoln, trail access, bike routes, and walkability (school, work, shopping, etc) should be considered.</p>
<p>I am concerned about a South bypass and how that could affect Lincoln. Often this type of development encourages strip malls, sprawl, and discourages a vibrant city center. I hope we are consider how we develop our suburbs and edges of Lincoln. I realize this is often the cheapest land for developers and often it can be developed cheaply. Lets continue to make Lincoln a city that attracts and retains active community members by the way we plan our city. Lincoln can be mentioned in same sentence as Portland, Madison, and Boulder.</p>	<p>Overall, I've been very impressed with the LPlan2040 process. I think we have some visionary thinking in city government and parks and recreation. I choose to live in Lincoln because of the quality of life that it offers and of what is possible as a community. Trails, bike lanes, bike routes, complete streets, parks, bike boulevards, transportation improvements, recreation enhancements, Wilderness Park, the Haymarket, etc are valuable resources that set Lincoln apart from other communities and must be funded. I am also excited to see Lincoln becoming a more bike friendly community and what can be possible. I STRONGLY SUPPORT THE NEEDS BASED PLAN. GOOD LUCK!</p>
	<p>I am dissatisfied with the bike lanes downtown. We should do everything we can to make it easy for people to use the trail system for commuting to downtown, then jump on some safe, accessible bike lanes to campus or work. We must continue to emphasize bicycle and pedestrian in every transportation project in our city and county. Every county road built should have a shoulder for the safety of automobiles and cyclists. I'd rather have fewer county roads with shoulders than more roads w/o.</p>
<p>I think connections between the bike trails, sidewalks, and roads are vital. Example: Pioneers and 98th Street should have sidewalks so riders can connect to the MoPac. Also, core areas in south Lincoln need improved sidewalkwider and more level for safer walking, biking, and use by wheelchairs.</p>	<p>I realize federal funds are shrinking, but public transportation (buses) are vital to all citizensyoung, old, students, disabled, nondrivers, new immigrants. I was surprised when I moved to Lincoln, that the public bus system didn't seem to serve the entire city compared to other cities I had lived in: Chicago, Boston, Iowa City, Colorado Springs. Thanks for putting bike racks on all buses: this is a HUGE improvement!</p>

<p>Widen 27th street between Hwy 2 and South Street. I don't care about "historical designation" for this area. It's not like it's a Civil War battleground or something! Get real !!</p>	<p>Regarding bus services, they need to run later. Also, the size of the buses MUST decrease, because obviously they are too big for the number of riders that ride them. One or two people riding the bus at 10:00 a.m.? Yeah, that's efficient!! Maybe it's another stupid federal, state or city law or something that dictates what size the vehicle has to be, I don't know. Use a 16 passenger van for the "low ridership" areas!! Seriously, our current "mentality" of transit services in Lincoln is similar to providing a 16 passenger van to the citizens of Walton, Nebraska "just in case" they have a huge turnout of riders to go from one side of the community to the other!! Think people, think!!!!!!!!!!!!</p>	
<p>Include tying in bike paths in all parks to major bike paths. We must have a major North-South route thru Lincoln - Widen South 27th already!</p>	<p>City should be forced to put in deceleration lanes on all new streets and cut off all non arterial streets emptying into major travel corridors.</p>	
<p>South Beltway!!!</p>	<p>Enhanced transit (bus) system!</p>	<p>I have driven round-abouts in many foreign countries and love them. They are an efficient way to move traffic IF drivers are educated, knowledgeable and pay attention.</p>
	<p>The cost for repair of sidewalks must be shared equally among all members of the community. Since not all properties have sidewalks adjacent to their locations, forcing the owners with sidewalk to pay for repair, in essence is an additional tax on those properties. The elected members of the City Council and the Mayor must come to realize the community voted tow times to have the City repair sidewalks and the elected representatives have shirked their obligation to fund a comprehensive repair program. National studies indicate that over 30 percent of the adult population does not use cars for transportation.</p>	
<p>widen 27th street, 48th street and 70th street to 4 lanes all the way north and south.</p>	<p>all of them</p>	<p>busses with 2 people in them are a joke. only 2 4 lane streets north and south so it takes 30 minuets to go 10 miles north and south.</p>
<p>must fund sidewalks and trails-need a bike/ped coordinator to ensure that we are accommodating bikes/peds in all transportation planning</p>	<p>Infrastructure construction has been emphasized as a way to create jobs. We need to get these projects started now to build our economy and improve the city so we are ready for the middle part of the century. Since Lincoln has made the headlines about the low unemployment we should try to make the news with great infrastructure as well.</p>	

<p>More bike lanes downtown. Also, rather than improving existing trails (most are in good shape as far as usability), make more areas accessible by bike, such as SW Lincoln (W Coddington/W A St from downtown, etc).</p>	<p>SW 40th street project has to be completed soon. The Hwy 77 Rosa Parks construction currently shows how badly this is needed.</p>	<p>More bicycle lanes and get rid of the city buses. The only time people ride the bus is on Husker game days.</p>
<p>Please either open the road or begin the project at SW40th street between O and A street involving the railroad tracks.</p>	<p>Lincoln should do everything it can to encourage everyday non-motorized traffic. Barriers to travelling by foot, bicycle or bus should be identified and removed, and incentives for such travel should be built into our transportation plan. For example, showers, lockers, and safe locations to store bicycles should be encouraged in workplaces. Bus routes should be frequent and reliable before many people will turn to them.</p>	<p>Lincoln should do everything it can to encourage everyday non-motorized traffic. Barriers to travelling by foot, bicycle or bus should be identified and removed, and incentives for such travel should be built into our transportation plan. For example, showers, lockers, and safe locations to store bicycles should be encouraged in workplaces. Bus routes should be frequent and reliable before many people will turn to them.</p>
<p>Dismantling of the current bus service system that has extremely low ridership and replacement with a smaller fleet of smaller vehicles (van like) that can better meet commuter needs for peak demand times and places.</p>	<p>Do not build county or city roads over a broader area until the existing ones are properly repaired and maintained. Building roads in undeveloped areas is simple a subsidy for wealthy developers. Yes, they may be the ones running for city/county offices, but that does not benefit current residents that pay property taxes.</p>	<p>The current bus system is a complete waste of tax payer dollars. They can lower the fare to \$0.00 and ridership will continue to be extremely low. In a rural state like Nebraska that type of system will not be successful. A active and agile taxi cab system utilizing small energy efficient vehicles can serve the community much better. If tax payers want to provide services that assist the poor, do it through taxi vouchers that will actually help them get where they need to go, while also providing a service that can be funded with services utilized by the non-poor at reasonable costs. Take the money being wasted every year on the bus system and put it towards improved taxi services. Improved biking and walking systems is a good idea, but they should primarily be funded by private donations, not tax payer funding. The dollars of investment for the number of users will be as bad as that of the current bus system.</p>
<p></p>	<p>I see there being too much emphasis placed on car based transportation. Development of public transportation as well as bicycle lanes and awareness programs will reduce the congestion on existing roads and require fewer new roads to be built.</p>	<p>Improving Lincoln's public transportation systems must be priority number one. Later hours and more frequent stops will make Lincoln a much more livable city.</p>
<p></p>	<p></p>	<p>People should be willing to pay more for a better bus system. Also promote mixed use zoning in the city core that allows for people to live close enough to where they work, shop, eat, and drink, so that they may walk and bike to these places. It makes for a safer community.</p>
<p>Widening of 27th Street between South Street and Hwy 2.</p>		

		You are doing an excellent job with the resources you have available.
		In strong favor of the 'Needs Based' plan.
Need a north south street in east and west lincoln without a stop light every three blocks.		
Providing a walking/biking route or trail from Air Park to Downtown. There is no safe way to get from Air Park to Downtown on bike.		
I also think we should look into extending bus hours into the evening and on weekends; many people of all ages in the community would be served well if this would change.		
Better and safer bike lanes.		
		I generally prefer the Maintenance Program over the Capital Program, but believe money could be moved from Transit to Improvements within this category.
You mentioned it above, but I feel I cannot stress enough, Lincoln's need for a better way to bike around town. Bike lanes in between car lanes, not loving it! Check out Eugene, Oregon's plan for making their city bike-friendly. I lived there for a year and used my bike a lot and they have it down to a science. Lincoln is a scary place to bike with traffic!		You mentioned it above, but I feel I cannot stress enough, Lincoln's need for a better way to bike around town. Bike lanes in between car lanes, not loving it! Check out Eugene, Oregon's plan for making their city bike-friendly. I lived there for a year and used my bike a lot and they have it down to a science. Lincoln is a scary place to bike with traffic!
We need more bike routes between Indian Village and downtown.	Country Roads and suburban roads are not important.	We need more bike routes between Indian Village and downtown.
Maintaining quality of existing neighborhoods by resisting the unwise urge to widen existing arterials. Support non-automotive transportation, and mass transit.		
Highway 2 improvements, Identifying an alternative north south corridor on the east side of Lincoln ideally improving 112th street to be a major arterial from Highway 2 to Highway 6	East Beltway	
Repair the roads with the tax dollars I pay!	Expansion of bus services is a joke. Why should we expand them when no one is using them based on percentage of population!	Please look to the suburban not the urban. I work downtown and drive it daily and do not enjoy the time that it wastes - I enjoy going home on the outskirts, mowing my yard, throwing a ball with my kid in the street with my neighbors!!
Widen 27th street		Our streets are generally inadequate. They are the same streets we had 40 years ago, some are the same surface. I've seen a continous line of vehicles from 48&A north to Randolph south bound; we have not provided for growth.
Maintenance, maintenance, and more maintenance. Everything has to start with maintaining the existing system.	Expanded use of bus, bike and walking should be the lowest priority.	Maintenance, maintenance, and more maintenance. Everything has to start with maintaining the existing system. Once maintenance is covered then needed new construction can be considered and prioritized.

<p>It is important to move traffic north and south so it is necessary to widen 27th street.</p>	<p>I think the Old Cheney project from 70th-84th could be scaled back a little. Keep the four lanes of traffic but eliminate the right hand turn lanes because they are going into neighborhoods, not commercial areas.</p>	<p>Privatize the bus system.</p>
	<p>We do not need to spend money on bike trails or bike lanes in Lincoln. Unfortunately, we do not offer a climate that allows year round biking, for the most part, and we should focus on roads right now. Once we get all our roads built and/or up to par we should revisit the bike issue. Until then, we are spending a lot of money on things that the majority of our residents don't utilize.</p>	<p>We need to revamp our public transportation mindset. We aren't big enough for light rail, our residents don't utilize StarTran anywhere close to capacity. We seem to want to tweak StarTran to make it more enticing to use, but see no improvement. Let's go a different direction and reduce StarTran. If people want or need to ride the bus, they should look for housing that is close to a bus route, instead of sending buses all over town with few to no riders.</p>
<p>East West Bypass</p>	<p>Trails need to be safe but I can't see adding to what we currently have when we need roads so desperately. I also don't see any need to increase areas served by Star Tran - no one rides the bus now and I believe the service should be condensed to serve areas with a higher density of riders - the city core. I do realize that this limits the area where those who choose to ride the bus can live but, it is unreasonable to expect to move to the city's edge and receive bus service.</p>	
		<p>Any fees and taxes I pay on my motor vehicle should be going to roads and not schools.</p>
		<p>I would agree to question 13 if bussing is not part of the 2040 needs. I would also like to see prevailing wage requirements removed from all roads construction. The prevailing wage charts are not accurate.</p>
<p>Widen 27th Street between Highway 2 and South Street.</p>		
		<p>The outer belt highway (linking Hwy 77 to I-80) needs to be made a priority. In addition, Lincoln needs to have at least one major north-south interior city corridor. For example, the widening of 27th St. needs to be made a priority by this committee and I'm hopeful will be part of the final LPlan submitted to the City Council.</p>
<p>POT HOLES</p>	<p>Roundabout at 14th and Superior</p>	<p>shorten length of yellow lights (long drowsy lights make people feel safe to run yellows) and enforce stricter penalties on those who run red lights (this is so dangerously rampant), enforce 35mph on 2 lane streets so slow drivers get ticketed for holding up traffic</p>

	<p>Stronger emphasis needs to be made on non-automobile transportation, not only for the the needs of the city but also for the needs of the nation and ultimately, the world. To focus primarily on the convenience of the automobile is an extremely short-sighted view. A city does not necessarily grow by expanding its borders but rather by reinvesting within itself; using "itself" more efficiently. What happens in the suburban model is the edge grows and the heart dies and ultimately the city's residents become cut off from the whole. The sense of community is dead. Isn't it that vibrant healthy community that most of us want? A plan that includes more walking, bicycling and other public mobility inherently promotes this community by creating a more compact and efficient space. Cars are dirty and, while a wonderful and necessary invention, they serve a very selfish and inefficient purpose as they are currently used. Less use equals less maintenance and ultimately an obvious cost savings. With that money saved more roads can be dreamed and built but we may find that we don't need them.</p>
	<p>Lincoln will continue to grow no matter what plan you choose. By focusing on the capital plan you will hopefully slow down falling behind on infrastructure needed to keep Lincoln growing.</p>
<p>The south beltway</p>	<p>We need to address this now, we have already become so far behind</p>
	<p>The bus system is a looser. Should step down to 15 passenger vans to better utilize resources.</p>
<p>southbeltway was not specifically mentioned. Widening of existing roads was included in generality not by specific roads</p>	<p>We need to find efficiencies in our roads management. I do not believe that we are operating these functions as efficiently as possible when there are 6 workers to fill potholes that could be done by two or three. I would recommend that the roads department be audited before I would vote to increase any additional funding for them for any project</p>

		<p>My reasoning for answering some of the questions as I did was such: I feel that the public transportation system in Lincoln (StarTran) needs to support itself. First, we need to look at ways to make it more cost efficient i.e. different equipment or hub and spoke system to do more with fewer vehicles on the road. Second, we may need to look at the rates that are being charged and raise the rates for those utilizing the service. I do understand that this is a service that needs to be available to the citizens of this community, but at what cost? Third, we should see if privatizing this service would make any sense. If there is a great enough need in this community for such a service someone should be able to make some sort of a profit at providing it. As for trails: I agree that our trail system is an asset to our community. I'm not convinced that the trails are something that city government should have to fund 100% on their own. Perhaps a group of interested citizens that are supporters of our trail system should fundraise for a portion of the maintenance and building of new trails in our community. This would help to lessen the burden on the city funding sources. Being a business person I understand that if the ends don't meet you have to either cut costs or raise revenues. I believe, that growth places a strain on shorter-term cash flow but in the long-run it should support itself. Perhaps we need to look at other ways of getting through the short-term cash flow crunches by bonding or other forms of public finance similar to what we are doing with the new Haymarket Arena.</p>
<p>Closing the cut off from 17th street to the department of Roads at Highway 2.</p>	<p>Stop with the trails already. The bike trail along highway 2 from 17th street to 27th is much nicer than the street in front of my house. It is nuts. There are lots of places to walk, including parks we can't keep up and on sidewalks the city can't repair fast enough.</p>	<p>The buses are empty. Please try to figure that out. The bike lanes down town are a hazard to everyone. I mean they are dangerous.</p>
<p>Four lane corridors around the city. Beltways. Close in, not way out. Improve North South and East West through ways.</p>	<p>Beltways that are out too far.</p>	<p>Freeze money and stop any future expansion and improvements to parks and use that money to fund roads.</p>
	<p>The round-a-bout planned for 14 & Adams is not needed. In an age of need to reduce spending, even suggesting something like this is ridiculous. If you have concerns about traffic at this location, put in a stop light.</p>	

<p>Lincoln can be a beautiful city and also grow to a larger and more business-friendly city at the same time. One does not exclude the other. I am a Lincoln native. A mentality of no growth will kill our city and make it ugly, as there will not be any funds (business, taxpaying base) to support any parks, public areas, or basic services. Downtown already looks like crap because it is full of a bunch of Walgreens, adult book stores, and riff-raff. Lincoln needs strong businesses to move in and contribute to a vibrant community. Why would any UNL college grad want to stay in this dingy, tired, slow, anti-growth city??</p>	<p>Lincoln already has sufficient bike paths, bus routes, and walk ways. No one takes the bus any way. You can't force people out of their cars and on to a slow, stinky bus. We subsidize the bus system. It will never, ever be able to pay for itself, so quit spending more money on what is already a FAILURE. No one is going to bicycle to work. Wake up and smell the idiocy!</p>	<p>Omahans thought the Expressway (east-west road on Dodge covering 114th - 132nd streets, and permitting through traffic all the way to Elkhorn) was not needed and would be an eyesore. Everyone loves it, it is a joy to drive, and I use it any time I need to drive to West Omaha. It was better than widening current roads and ripping up nice residential neighborhoods. Dodge was already a thoroughfare; now it is so much better. Don't widen Lincoln's streets that run through residential neighborhoods (i.e., 40th street, 33rd street, 27th street, 24th Street, etc.). Build a new route that allows express driving on the edges of town. It can be done without ruining the core of Lincoln.</p>
		<p>We do not need to spend more money for a transit authority. We need to focus on development and roads for new business development.</p>
	<p>Any projects that add bike lanes or anymore roundabouts. These IMPEDE traffic flow.</p>	
<p>Superior Street double round about. I have been in eastern cities where these roundabouts were so congested that they had to put stop lights in them. Why not just widen the streets at this intersection? We need to get out of this "spend and tax" mentality.</p>	<p>I do not believe the double roundabout at 14th and Superior is the way to go. The other roundabouts in the city are through neighborhoods not commercial intersections. Let's find another solution to this traffic situation.</p>	<p>We have wonderful bike routes throughout the city that my family has used for years; however downtown development has always been a mess and continues to thisday. The university and the government along with certain business are buddy, buddy and this is really bad for the city.</p>
		<p>A role of government is to create infrastructure for the natural growth of commerce. Stay out of most else.</p>
<p>We should improve our streets within the city to move traffic at a more efficient basis.</p>	<p>The bicycle improvements are horrible. The downtown bicyclic paths are horrible, not used enough to maintain.</p>	<p>I do not want to pay more and have my money wasted on poor projects. Lincoln has done a terrible job of keeping up with traffic. The fact that 27th street and 56th street are still two lanes in many spots is ridiculous. Trees be dammed, the city needs to grow. If Lincoln finally gets out of it's small town mentality and begins to grow and attract business, I might change my mind about paying more.</p>
<p>South Belt way</p>	<p>Bicycle transportation improvements. We have Streets and sidewalks already they can ride on.</p>	
		<p>I think we have a fairly good trail system; however, I think a great trail system will be increasingly advantageous to the city in the future. A great trail system could represent something to distinguish Lincoln in contrast to other medium-size cities. I believe the city's population will increasingly use trails as a transportation option in addition to a means of recreation.</p>

I believe it is critical that we continue to build so that Lincoln can grow.	I am an avid runner and biker and I love Lincoln's trail system. I believe that at this time any further trails need to be completed privately and the city funds be left for street construction.	
		Glad to see this!
You need to make all major roads, like 14th, 48th and 56th into 4 lane roads all the way across the city.		Turnabouts are a BAD IDEA. They will slow down traffic and cause more accidents.
: Widen 27th street. While Old Cheney need to be wider from 70th to 84th, there is no need for turn lanes if we have a center turn lane.		
Widen 27th street		Privatize the bus system.
Having more four lane streets in the city. Better parking areas within the city.		Turnabouts are a waste of taxpayer money, especially the planned one at 14th and Superior St.. That particular one will slow down traffic on an extremely busy street as well as cause accidents which will tie up traffic. Another concern is that it will make it more difficult for pedestrians to cross the street at that intersection.
Widen 27th Street	Bike lanes in downtown Lincoln	Needs to be respect for those who "pay" for streets and roads
		The bike paths we have downtown are dangerous and are not used often at all. I would strongly oppose more of them for safety and traffic reasons. The transportation system we have is just fine - Keep the roads in good condition, that is all that needs to be done.
		adequate air transportation for the movement of materials and people, especially with the innovation campus getting started and new venues coming to town, if they can get here with the now lack of vision for all modes of transportation.
Transportation between Lincoln and Omaha (be it a bus or a train) would be really great!		
Get a beltway built around this city.		Why can't we use assistance from UNL students to make recommendations for both Lincoln/Lancaster Cty.
		Fix the potholes!
South 56, south of Highway 2. South Bi-pass Old Cheney 70th to 84th		

		<p>Why are you asking questions about race & ethnicity? These are illegal for things like employment, housing, certain club memberships, shopping, using public transportation, etc. Makes one think that whoever designed this survey could be a racist. I read the part that you just want to see how well you are "reaching out." I just do not believe that is the reason. You have plenty of tools already at your disposal to guide you besides asking questions like that. If getting rid of roads in favor of bikes is such a great plan lets just close off all of downtown and UNL City campus just to see if it works. Make all the roads pedestrian/bikeways. See how well that goes over before you try it in all of Lincoln. It might be a great idea for reducing pollution. I do not think I would try it for the rest of the City.</p>
27th street is an issue. It should be widened.		
No, excellent approach to providing different alternatives. One issue that would be helpful to the evaluation is the benchmarking of cost to understand if our cost relative to like cities. Always concerned regarding the effectiveness and efficiency of contract use and incentives.	Generally no but would suggest all projects be transparently prioritized with explanation as to the importance and with regard to leveraging projects to reduce overall cost.	I believe there is a principal that absolutely must be maintained in regards to transportation. We must be committed to maintaining what is in place first and then strategically make capital investments overtime. We have recently moved into Lincoln and have a generally negative attitude regarding the downtown area - this must be corrected to ensure the quality of the heart of the city. I can drive thru countless areas where the lack of inner city development has led to the death of the downtown areas.
		Serious design consideration should be given to new and reconstruction of roadways to include adding a designated lane for urban "low speed" vehicles only. This would allow increasing safe use of these vehicles without impeding the ordinary motor vehicle traffic. The demand to use these vehicles will only increase dramatically over the next few decades.
Bypass or beltways around the city. Expand major arterial streets before the development begins, not after it is complete. We could learn a lot from Omaha and Kansas City's forward thinking.		We have looked at taking the bus to work or other locations, it would take the better part of 2 hours of riding and transfers to get from south Lincoln to BryanLGH East. \$12/month/household; How many city employees is that worth? Perhaps we should evaluate the value of keeping certain people employed.
		More opportunity to bike in (via bike trails) from smaller towns in county into Lincoln.
More bike trails. Lincoln has more bikes than cars. Safe bike lanes. More affordable parking options near downtown.	Dont need east bypass.	Bus service too downtown dependent, need access to other developed areas.

Downtown Lincoln	Highway 2	City bus service is not as good as it used to be. It should run later at night and longer on Saturday, & even Sunday service would be nice. It is stupid that the last bus leaves downtown at 5:30 PM on a Saturday and 6:15 PM on weekdays when cities the same size and with the same budget can handle to run bus service into the night and on weekends.
		Before you come to the taxpayer for money maybe someone should look into the wheel tax that we pay to fund road repair and new roads. Where is that money. Also get the hands of other groups out of the fund first.
		How do you expect Lincolmites to walk or bike to work in the late fall, winter, and dead of summer. Are you crazy?
Beltway	Sidewalks trails, and especially busses	
		Be realistic. Those who want to make all of us ride a bike or walk or use public transit have no sense of reality. I enjoy riding a bike, BUT there are too many days that doing so is not viable considering the weather in Lincoln. Also I can;t come to work looking like some slob. We need car friendly streets.
Need to correct bottle neck situations going North and south through town. 27th. st. 40th st. 56th st. Need a bypass around the east side of town.		
I believe E South street needs a midle turn lane from S 27th to Normal and 4 lanes thereafter to 70th.		This city is a nightmare to drive in.
		The speed limit is so slow in so many areas of Lincoln so that the traffic flow is pathetically slow. It takes FOREVER to get anywhere in this city. I have noticed two areas that I travel frequently to have the speed limit raised in recent months or the past year, but more need to be raised.
More public parking! No wonder our failing downtown is becoming nothing but panhandlers and college binge drinking bars. What other businesses could survive with only taxied in patrons. The only thing worse than beautiful historic architectural structures being empty and run down is having them desecrated by nothing but alcohol, urine and cigarette butts. We continue to build new without maintaining what we already have.		bus routes analyzed with more consideration to employment transportation. Seems that bus routes are more inline with shopping and schools without regard to major employers.
improving bike routes and sidewalks make city pay for them. Also more bike trails along the way all the way through town. Also have a train for mode of transportation between omaha and Lincoln and make sure you have a train between here in southpointe and different places. Bus run till 11pm at night also and start at 5am in the morining.		
NW 48th is terribly rough and needs to be four lanes		why was NW 56th not finished to O street when they finished the one mile that nobody uses, what a waste.

		We are planning in the right direction
	In the "Needs Based Plan", 1 in 11 dollars of new capital is to be spent on new trails and bike roadways. That is way to high. Most money comes from gas taxes should be spent on those who pay tax.	Believe the southeast bypass will help improve roads in that area by pulling off truck traffic from HWY 2, 9th/10th, 70th & 84th streets
		I'm not answering any of the questions concerning roads projects only because I don't drive. I rely exclusively on the bus system.
		We don't need hike/bike trails. There are things called sidewalks that could be expanded to meet those needs.
	bike/pedestrian program: full time coordinator, construction of on-street bicycle facilities, educational programsThe transit service level would be increased to a level consistent with comparably sized cities ??? this could mean evening service, an extended service area, express service on some routes, or a combination of improvements. Both of these seem to be a large expansion of services that aren't necessarily really needed/used.	Question #4 is unclear--depending on what is meant by "transportation improvements." bike paths, pedestrian trails, paved 4 lanes? Survey questions comment: Question #13. I disagree with the assumption of what a transportation system consists of that "meets the needs of 2040." I'm willing to pay more, but as noted in #15 above, I think some of the Needs Based Plan "needs" are not needed. So, if someone agrees with paying more, that doesn't mean they agree with the assumption of the question. And if someone disagrees they may be willing to pay more, but are answering the question based on their disagreement with your assumption.
Streetscapes for pedestrian-oriented commercial or mixed use areas.	South and East beltways are not important when you weigh the cost versus the benefit. We need to be wise with our money and invest on maintaining and improving our existing infrastructure including transit.	The public's voice should be heard. Development interests have too much impact on the process and represent a very small proportion of the population that stands to benefit.
Commuter connections for bicycles, multi modal stations.	The west and south beltways are not affordable with ongoing budget constraints. The focus needs to be on improving/maintaining infrastructure.	The "Complete Streets", New Urbanism, and Compact Growth are a more holistic approach to the comprehensive plan. The ideas are only touched upon. The use of a single occupancy vehicle still appears to be the premise of the comprehensive plan, thus not effectively planning for the future.
		I want Lincoln to grow. I do not think Lincoln should be confined by current boundaries. I want growth. This idea of being able to walk, bike or ride a bus to work is a very low priority for me. Roads that will lead to solid growth that will lead to more jobs and job creation. South Beltway needs to be a priority.

<p>The widening of 14th st from cornhusker hwy to arbor road would be nice. The intersection of 14th & superior is impossible at 5 p.m., vehicles are backed up for blocks and blocks to the south, and we don't see where putting a round-a-bout there will help in any way. There's a new school, and many, many, homes being built north of I80, so the traffic and congestion will only get worse! North 14th St. is like an interstate on football saturday's! as well at about any other time of day!</p>		
<p>South and East beltways</p>		
		<p>Maintain what we have before funding anything new. When building new roads require funding to maintain the roads or don't build them in the first place if you can't afford to do that.</p>
<p>Pioneer Blvd. from Hwy #2 to 56th Street is a mess and needs repair NOW. I hope this is in the plans for 2011. We need to find a way for out of town employees to share in the cost of street repair. Gas tax increases will not work. I would suggest that these employees have a surcharge added on their paychecks.</p>	<p>We need a south and east by-pass so very bad. I live close to Hwy2 here in Lincoln and have come to meeting my maker more than once. Suggestion: Folks arrest for running RED LIGHTS should be paying an extra cost and that money going to build our streets and roads.</p>	<p>We need smaller busses for areas with fewer riders. It has to cost a ton to operate large busses. I have lived in Lincoln/Lancaster Co. for 24 years. To date I have NEVER seen a City Bus that was filled to capacity. Maybe a dozen riders at most at any one time. How sad that taxpayer dollars are wasted in this manner.</p>
<p>The completion of a non interrupted north/south arterial on 98th (buying ROW and paving at least two plus one lanes, possibly four lanes) should be done immediately to help reduce the traffic on 84th. This should be done BEFORE Stevens Creek starts to develop.</p>		<p>The bus system needs to have dedicated turn-ins with specific signed stops and fewer locations where it will stop. Having buses stop every block is just not appropriate for a city the size of Lincoln. Bike lanes through downtown should be redone. 11th or 12th street should be closed to general traffic (except to turn in for parking or very limited) and dedicated as a ped/bike corridor for both north and south bike traffic.</p>
		<p>Looking toward the future of what segways might bring for transportation on sidewalks and new ordinance for golf cart usage in Senior Community</p>
<p>Widen 27th Street.</p>	<p>Bikes and trails</p>	<p>We need to have better roads and easier way to get across town.</p>

	<p>The South Beltway is among the most critical new road needs we have. We just have to get the long-haul trucks off Highway 2. I agree with the statement I heard a few months ago that, "It is not a question of whether someone who rides a bicycle regularly on the streets is hurt or killed; it is when." Just yesterday I nearly injured a bicyclist who was riding close to the parallel parked cars and who was in my blind spot when I opened the driver's side door to exit my car. We do not need to encourage masses of bicycles on the streets! Lincoln's employment centers are too disbursed, and residences are too low density, for commuting on foot to be practical. If we wanted people to be able to walk to work, we should have taken steps 20 to 30 years ago to encourage downtown living and to make it so attractive for employers to be downtown that they would have stayed. The proverbial "horse is out of the barn" now. Star Tran should be limited to the core of the city where is it efficient to transport larger groups of people. If we want to limit driving "downtown," we should adapt the metropolitan practice of providing parking at the light rail stations to Star Tran.</p>
<p>Work on the south and easy bypass, but I think that is a federal project.</p>	
<p>We need the South beltway.highway #2 is very dangerous</p>	
	<p>Continue to work on making Lincoln bicycle-friendly and pedestrian-friendly. Make transit services more available by improving hours of availability and stick to MAIN ARTERIAL STREETS. Stop Star Tran buses from winding through neighborhoods at a snail's pace with 1 or no passengers.</p>
	<p>Quit wasting money on "Gold Standard" streets.</p>
<p>The Beltway. Get the thing started and completed. A city our size needs to have a route around the city for truck traffic.</p>	<p>All your green initiative projects. Our city is too sprawling for everyone to ride a bike or walk to work. If you love this idea so much, make city workers do it then the everyone else will have plenty of room on the roads.</p>
<p>The south and east bypasses.</p>	
<p>More roundabouts! PLEASE! And, more streets & parking in the Haymarket.</p>	<p>The current bike system is ridiculous. I've almost had several collisions with bikers in those narrow bike lanes right next to car lanes.</p>
	<p>Bikes----you can only ride a bike maybe 5 months of the year.</p>
	<p>The city streets are full of holes, that is a shame!</p>

<p>East and south by pass</p>		<p>We need to look at limiting access to certain "major Streets", allowing smoother traffic flow. For example, if 84th would have had limited access 30 years ago, it could now be a much better conduit of traffic around the east edge. As is, people are forced to use 70th, which clogs up that street to the point more people move over to 56th, and so on and so on. Think of how easy traffic flows along on Hiway 2 as an example. Dead end certain streets from entering onto, say, 56th, south of Van Dorn to Pioneers and you will eliminate slow downs for turning traffic, as well as accidents. Much like what was done on Vine St around 25th area. Rework the traffic lights so they are timed better. Too many times I am sitting at a light next to someone and when the light turns green, he guns it, where as I take it a bit slower. Sure enough, at the next light, we are both there. No way that should ever happen. Either he gets through the next light and I don't, or the light should turn green by the time I get there. That much waiting time tells me the lights are not timed properly.</p>
	<p>Trails are a want, not a need. Use private fundraising for trails. Roads are one of the most basic things a government needs to provide, like water and sewer. Use all the money you can to fix the streets so you don't have to fill all these pot holes every spring. The sidewalk system is generally pretty nice, except that in a few of the older neighborhoods the city never enforced them being put in, and they probably should be unless the neighborhood strongly objects.</p>	<p>You can't have mass transit if you don't have masses. Bike trails downtown are rarely used because both bikers and car drivers are scared that accidents will happen. Move the bike trails to Centennial Mall and then people won't be nervous about having bikes downtown.</p>
<p>1.Widen 27th street between Hiway 2 and South street. 2.New pavement on Normal Blvd from Lincoln High school to 56th street. 3.Widen 48th street to 4 lanes from O street to Hiway 2. 4. Get rid of the bicycle lanes in downtown Lincoln before someone is killed. 5. Bypass around Lincoln should be a top priority.</p>	<p>No new bus service. Get rid of the buses they are w complete waste of government and horrible for horrible for the environment. No tax money put towards new bike trails or walking trails or mass transit anything. Waste of money and they would require tax subsidies forever.</p>	<p>Fix the roads and focus entirely on making transportation easier and faster for the automobile period.</p>
	<p>We do not need more bike trails and walking paths. We have more than enough already that are being used by only a small segment of the population.</p>	<p>Stop trying to spend money we don't have.</p>
<p>People drive too fast--particularly through neighborhoods</p>		

		Anything that can be done to encourage non-vehicular transportation will have multiple benefits--improved health, reduced need for wider and more roads, reduced energy consumption, cleaner environment, etc. Lincoln can and should strive to be a leader nationwide in showing how those goals can be achieved.
We need to invest in new transit technology that is both ecologically responsible and still affordable. Electric? Trains? I don't know. Continuing to use gas-guzzling, air polluting family cars and city buses is not a sustainable plan. Let's embrace the future by planning for it now.	Why the heck should people indicate if they are Hispanic or not, but not from any other ethnic group?	encourage bike and bus Mass transit must become more accessible and affordable. There must be viable options for commuting to and from work and from getting from any spot to any other spot in the city.
South Beltway		
Widen 27th Street from South Street to Highway 2!!! I know a bunch of arrogant rich people live along there, but they need to suck it up like everyone else and contribute their fair share to Lincoln's traffic needs. 48th Street needs to be 4-lane as well from O Street to Highway 2, and 70th Street from O Street to Havelock Ave.		
	there are enough bike paths in town and county. not a single dime should be spent on new bike paths.	
Cornhusker Highway, 70th to 84th--the condition of the bridge is horrible!!!		Stop trying to put more emphasis on bicycling, particularly in downtown. There are very few days that it would be conducive for bicycling to work (too hot or too cold) and the bike lanes that have been created are a joke. They are seldom used and since the no bicycling and skateboarding on downtown streets ordinance isn't enforced they all ride on the sidewalks.
	Beltways. Can't afford them. Not a priority. Let's take care of what we have and be smart with our money.	Coby Mack does not represent my business. Listen to the people.

		New homes & developments require the home owner / builder / developer to put in the side walks and streets. As long as they are built to the required "city standards" the city then takes over the maintenance and repair. If there is a proposal to have the property owner repair the sidewalk then what will be next? Will they require the property owner to fix the street in front of there house as well? This is crazy. If the property owner has the right to control who uses the sidewalk and the street then they cannot be held to maintain it. It becomes a public right of way therefore the public must repair it. If not then the property owner should have the option to remove it entirely if that is their wish. The city must maintain the sidewalks as it is their requirement.
Better streets and less bus routes.	We waste too much money on the bus system	let Lincoln grow outside present boundaries Let Cecil Stuart walk if he wants to - I would rather drive.
	We have plenty of bike trails in Lincoln and County and yet bikes continue to be a hazard on the streets. It takes a lot of money and resource for a small part of the community to use.	Continue to down size the the size of buses. I continuously see the full sized buses traveling with only a couple of people in them. What a waste.
		We should be using the technology available to us to better manage the transportation system like they do elsewhere. Why dont we spend more major dollars on advanced signal timing (obviously not whats currently done), and traveler information. A strong IT system like they do all over the country? This stuff all costs a lot less than dirt, pipe, and concrete.
On sidewalks, this is usually a no win. I believe purchase/sale process should include creation and/or repair of existing sidewalk, whether new/prior owner, or share, and that when a certain % of a given block gets to the point of having a sidewalk, all remaining properties must create and/or repair with a provided number of years.	I believe it should be a goal that every county state rec area and city be accessible by bicycle, whether trail (within ROW or other), or paved shoulder.	Although I do not believe the time is right for a light rail between Omaha and Lincoln, I believe a path for such should be determined, enforcing limited building, perhaps by easement if necessary, so that it does not become impossible when the time does become right.
Additional signal timing projects are needed to keep signal up to date with changing traffic volumes. ITS projects should also be emphasized as a way to enhance safety and capacity without widening roadways.		
We need to live within our budget. Focus on maintaining our current roads and building new roads for new suburb growth. Stop waisting money on pie in the sky dream projects like studies to see if Lincoln needs a light rail system. Any fool could have told you that we are not a big enough city for this type of project - wake up!!	Do not eliminate automobibile lanes with bike lanes! This will only create more congestion and backlogs of traffic for motorists. Lincoln has more than enough bike/walking trails - let's focus on maintaining what we already have!	We do not have a transportation problem in Lincoln! You people on the planning commission are trying create the illusion that Lincoln is a "big city" with "big city" problems. Nonsense! Go try living in one of the big cities on either coast and then come back to Lincoln and see if we have a transportation problem - you will realize that we do not!

<p>Improve traffic flow on North/South routes, it takes too long to get from one side of town to the other. Improve/coordinate signal timing on heavily traveled</p>	
	<p>If bicycles are going to travel on the roadways, more effort needs to be placed on informing the bicycle riders that they have to follow all traffic laws also. I constantly see them weaving in and out of traffic, running red rights and causing problems downtown. They need to follow the laws like the rest of us.</p>
	<p>I think the Planning Department is being realistic in their projections and estimates. To me the question is pretty simple, that is, what's the best way to allocate scarce resources? I think it makes sense to get the most 'bang for your buck', and a more compact development scenario will allow the City to maximize the efficiency of every dollar spent on infrastructure.</p>
<p>No reference or mention of airports (public and private planes) or intercity passenger rails - like Omaha-Lincoln connections and service. Also disappointed that the east and south beltways are not part of planning and implementation.</p>	
	<p>I think we have more than enough bike trails in this city. I also think the bike lanes downtown are dangerous.</p>
	<p>You want to reduce emissions, than make it faster for me to get from place to place in my car.</p>

There has been much debate over the widening of south 27th street between South Street and Highway 2. Those against the widening will argue it would cost too much to tear down all of those beautiful homes along 27th street to make room for the wider road and it would destroy a historic neighborhood in the process. I agree with them 100%, the cost far exceeds the benefit. The best way to move North-South traffic in the core of our city would be to make 27th street a one-way (south bound) and 33rd street a one-way (north bound). These streets should be one-way from just north of Cornhusker Hwy to just south of Highway 2. The biggest obstacle to this plan would be tying the new one-way 33rd street flow from 27th street at Hwy 2 and back to 27th at Cornhusker Hwy, I have a solution for both. To connect the southern section I would convert the existing Rock Island Trail that goes over highway 2 into a road from Tierra Park to the southern tip of Antelope Park (33rd and Sheridan). To connect the northern section, I would build a new road over the top of Dead Mans Run from 33rd over the railroad tracks, over Cornhusker Hwy, coming back down on the mattress retail business and tanning business to 27th street. 33rd street ends at Antelope Park, but a new section of road could be built through. I have placed maps on my blog to further explain my concept on converting 27th and 33rd to one-ways.

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Signal timing updates on 84th, 70th, 56th, 48th, 40th, 33rd, 27th, Superior, Cornhusker Hwy, Holdredge, Vine, O st, South st, Normal/Capital Pkwy, Pioneers, Hwy 2, Old Cheney, Pine Lake rd, and downtown area could greatly improve traffic flow throughout Lincoln. Also, Lincoln could benefit from incorporating more ITS technologies into the roadway/traffic network. Lastly a southern bypass around Lincoln could potentially reduce semi-truck related accidents along Hwy 2.

Bike trails and walking trails do not need to be added. Maintain existing trails, do not construct more. Based on maintenance of existing parks and recreational facilities, it is clear that the city does not need more bike and walking trails which will eventually fall into disrepair. Maintain what we have at an acceptable level.

South beltway should top the list. NW 48th should be widened from the Interstate to Hwy.34.

It's a waste of money to have the public transit system throughout the city. Travel only in the base areas and on high volume roads. We can't afford a bike path as part of every street widening.

There are streets in Lincoln which are not paved at all. Streets which are not paved should be.

		A new South Beltway is desperately needed - Highway 2 is too congested with semi trucks!
Trail build out.		
Concentration should be made on hookups of lacking pieces of current bike trails to allow and encourage commuting (rather than concentration on commercial development of already completed sections, eg. Snyder Center). Any "improvement" projects should be obliged to include replacement (or increase) of trees and/or green space destroyed. Last 30 years (especially last 12) have drastically reduced city tree stock with street widening in older parts of city, Antelope Valley project, and O & 48-52 St "blight" "improvement", etc., for example.	Any plans for "improved" roadways for "development" of areas of what is currently farmland. None of these plans show any consciousness of damages of urban sprawl (NW Lincoln, recent years). Fix the roads out in areas of the county further from Lincoln. Start planning to limit city's footprint and concentrate the expected population increase, rather than expand it.	Bridge and viaduct maintenance of older structures are definitely needed to prevent messes such as that caused by the failure to maintain/improve the Holdrege St viaduct (17-19 St).
		Calvert St. from 48th to 56th should be talked about by College View Neighborhood Association.
Beeping crosswalks - reexamine. Transit to employment centers.	Expand on-street parking. Security considerations in parking. Removal of recreational facilities for parking. Take into account the community/campus environment. Bus - covered stop, better signage, benches - clear indication of where to stop.	
Complete Streets in Lincoln! Bikeable, walkable community is desired!		
Increasing transit service hours/rate in the 2 financially constrained plans.	New trails	Emphasis on maintenance of roads & sidewalks and on improving transit to make it a viable choice for more people.
Pedestrian/bike safe passage at 14th & Highway 2.		Keep improving the bicycle access. We need safe bicycle passage at 14th and Highway 2.
Complete Streets as a concept needs to be incorporated into the comprehensive plan. Compact growth as a concept needs to be incorporated into the comprehensive plan. Urban design needs to be addressed strongly.	Focusing on the aging infrastructure is crucial and needs to be the highest priority.	Multi-modal hubs to work with a rapid transit as the automobile phases out. That is the future.
Remove beeping crosswalks. Low branches over sidewalks.	Include commercial in parking. Consider place of utility access in pedestrian ways - design for smooth sidewalk. O Street crossing need to be smoothed.	
Great emphasis upon density in growth areas is needed.	Limit the number of parking garages to encourage transit in downtown and to improve the environment downtown.	Needs to be a stronger emphasis on public transit.
Our current system could be more unified and petroleum independent.	I think that many aspects of the projects still need some fine-tuning, but for a preliminary plan is good.	Needs to be an increase in emphasis on public transit. Lincoln has a premiere College of Engineering at the University. Don't dismiss this resource in favor of quick answers.

	Do not reduce the number of traffic lanes for cars by creating bike lanes. We have a great trail system already. There is no need to expand the system at this time. We need to use funds for maintaining current streets and trails that we already have.	The roundabout at 14th & Superior is a terrible idea! NU home football game day traffic will be a circus - out-of-town folks will be totally confused. Also, I have a concern with the underground tunnels proposed with this project. This will be a crime scene ready to happen.
		Development on the edge of town is a bigger drain than we can afford. Promote walking, bike and mass transit.
This may be in there but I did not see it. Widen 27th street to 4 lanes plus center turn lane (or ban left turns) from hiway 2 to south street. Get rid of the blind hills at sheridan blvd going south. Widen 40th street from hiway 2 to normal to 4 lanes plus a center turn lane to move more traffic. Otherwise stop building houses in south lincoln and stop annexing to the south.		
widen 27th st. between Hwy 2 and South St. as it is a main street N to S for Lincoln.		
Widen 27th Street.		
Widen 27th Street.		
		There are roads in Italy that by the Romans 2000 years ago that are still being used. Why can't the city build a street that will last for twenty years without being torn up? I realize the Able family has done a lot for Lincoln but do we owe them x number of yards of concrete a summer to be poured by their various companies? the plan would be a lot cheaper if we built good streets in the first place and then didn't tear them up a year later because some moron in public works suddenly realized we needed a sewer under them.
more bike paths downtown and throughout lincoln		improve bike trails and their usability More bike trails and maintenance of the trails.
It needs to be made easier to get from one side of town to another. There are no beltways in or around Lincoln that make this easy to do. More planning needs to be done so that Lincoln doesn't fall behind the times in this area.	#11 is NOT important!! People choose to live in small towns. If there isn't a minimum of two paved roads leading in and out of every town, the residents there probably prefer it that way.	The bus system is horrible. It's difficult to use, and not convenient.
	I would very much like to improve the ability to travel around town on my bicycle. I live in the Near South currently and I can get to some places, but a greater emphasis on bike lanes would be very helpful	
More Motorcycle Parking in downtown areas		Improve Motorcycle, scooter, Smart car, and bi cycle parking and storage in the city controlled parking areas. This will encourage more people to utilize their more fuel efficient methods of travel.
I think the bike trails are very important, but I also think that street access for cyclists is equally important. Right now, I believe there are only two roads that actually have a bike lane. We need more bike lanes or at least awareness that we will be riding and what people can do.	Better bike lanes on the streets.	I think there needs to be a better public transportation for the bars downtown to prevent DUI's and drunk driving. Many people do not call cabs because it is inconvenient and expensive. I think the bars should fund a small portion of transportation alternatives for drinking adults.

		Critical safety need for the South beltway as soon as possible. Hi-way 2 across the south part of Lincoln is a very dangerous road. ie. 56th and Hiway #2 and 27th and Hiway #2.
Creating a bicycle friendly and walkable community. Alternative transportation is so important. Let's be PROGRESSIVE! Lincoln is also in need of a beltway in order to grow.		
SOUTH BELT WAY! Four lane all of 27th St!		Do not assume or force a political agenda build as needed to maximize the growth and future business of our area.
Get ride of the death lane on 11th and 13th street. They are poorly marked and cyclists take their life in their own hands. Do a better study of bike lanes in other cities. There needs to be a bike path from the Arnold Heights area to downtown Lincoln. West O street and 48th street are both too dangerous.		
		Instead of constantly needing to remove business (usually local business) from the downtown and haymarket area in order to provide more space for parking, the whole area should be made a pedestrian zone with parking in the perimeter of the city and buses to downtown and around downtown for those who have difficulty walking. We should also be investing in a speed rail commuter train between Lincoln and Omaha.
		I'm a faithful user of our trails system, for transportation as well as recreation, and I'm proud of and grateful for the first-class system we've developed. It's allowed me to bike to work on a regular basis, reducing wear on streets and carbon emissions. I hope we can keep educating Lincolmites about the many benefits of our trails system to all of us, not only those who actively use it.
Bike Lane should be on every, and certainly every EVERY NEW street	too much outlying growth is planned creating sprawl	Alternative transportation should be THE PRIORITY Ride bicycles!
Bike and pedestrian trails, along with adequate room for bicycle traffic on new roads.		
South by-ass w/in my life-time.	Too much \$ spent on everything "bicycle"	Information on bus routes/schedules more difficult to obtain than should be.
Specially assess people in old Lincoln on the same basis as new expansion areas.		
Widen South 27 th	All non vehicle (trails, bike paths, etc.) should be put on hold until S. 27 th widened.	Incorporate trail/bike paths, etc. with major new/rehab projects as feasible – to accomplish "alternatives" at least cost.
Yes, rural gravel roads that are in populated areas should be treated for dust control.		Fix our current roads first!!
Realizing that the South/East Bypass is not part of the plan, I think it should be. Work needs to get started on plotting and planning this bypass to aid developers around the corridor and be ready if/when funding should appear. All new construction of roads and streets should include separated bike lanes.		Developers downtown should be encouraged to include protected bike stands, showers and locker rooms in office buildings to make it easier for people to ride bikes to work.

<p>Widen s. 27th street north of highway 2</p>	<p>Too many to list. Many projects are over designed and overbuilt given the limited funds we have. Some improvements are better than waiting to be able to build the prefect project. We do not need more massive six lane road projects to no where (Antelope Valley)or great roads that serve few vehicles (NW 56th and Adams Street improvements; Alvo Road 1st to 14th to name just the few that come to mind.</p>	<p>Do not let the City of Lincoln Public Works department design or build any roads. Leave that job to professionals.</p>
		<p>It seems to me that some of the needed sidewalk repairs are percipitated by the planting of too large of a tree in the city right of way between the street and the sidewalk, can a smaller species be used?</p>
<p>I think its important to recognize that the US, Nebraska, and Lincoln will be a different place in 30 years and that a paradigm shift is taking place. Transportation users will be different in 30 years. We will be relying less on automobiles and more on public transportation, bicycles and walking. After all, fuel prices will not be falling anytime soon. Complete Streets seems like a great step towards keeping Lincoln a leader in livable cities nationwide. I would love to see Lincoln continue to make strides in improving the trail network, on street bike routes and planning our city around shorter commutes to work, school, stores, parks and community centers. These are the types of improvement that will be desired by Lincolnites today and certainly in 2040. Everyone wants these improvements and many of us are willing to pay higher taxes to live in such a community.</p>	<p>I am a huge fan of Complete Streets!</p>	<p>Keep up the good work. Thanks for doing an excellent job of seeking public input.</p>
<p>More advertising of public transit options both in the city and in the county so people know and are reminded about using public transport.</p>		
<p>I didn't see bike to bus connections and fringe parking plans. Does the city own any parking garages? I grew up in Washington, DC and one of the prime errors I saw there was a total disconnect between the price of parking and the price of commuting. The city owned no parking garages (it should have owned nearly all) and thus the parking was always priced to be competitive with transit rather than priced to encourage transit useage. Also, multiuse buildings are critical to creating a walkable city. We can't keep having a separate building for each activity type- that makes things too far away.Also, what's with the 24 parking limit? Why not a residential parking permit with non-permitted cars limited to (2, 4, 8, 12) hours? You can't encourage people to not drive and then ticket their cars when the cars don't move.</p>	<p>I do not believe the price of gas has been factored in here. We are already seeing shifts in how people use their cars even at this modest hike. The prices will only rise, and more people will shift away from their cars. Fewer cars on the road will mean fewer maintenance issues there but more transit demand. This city is flat enough to have some serious bike traffic accumulate. I saw that in the Netherlands and the lowlands of Germany.</p>	<p>Charlottesville, Virginia, Bogota, Columbia, and other cities of sizes between those two have experimented with free bus ridership, either all the time or for a one month 'special' once or twice a year. All have found ridership to increase (nearly double at minimum), and those who maintain year round programs do so because the increased ridership was more than enough to decrease road operations and maintenance costs.</p>
<p>Restricting auto/truck traffic in and out of downtown. Should be "hub" parking rather than on-street parking, with a strong shuttle system. Cheap or free shuttles running every 5-10 minutes downtown.</p>	<p>Road expansion is overemphasized. As gasoline prices continue to increase we should realize that sprawl and continuing automobile reliance is unsustainable in the next 10-30 years and must be curtailed. The answer is less cars on the streets.</p>	<p>The city/county should partner with the state to put into place emission inspections and requirements for all vehicles operating within the city limits.</p>

We desperately need an East ByPass to keep semi trucks from destroying 84th and other streets in Lincoln!!!!	
Lincoln needs to seriously consider some FREEWAY (or other limited access thru road) alternatives through the center of town. Lincoln is not going to get smaller, and the gluts on the interior of town will eventually become a true nightmare.	
N14 & Superior Widening	
	Need to give the public the ability to see which roads are prioritized for improvement. How am I to know when my road is scheduled for maintenance?
Widening roads and building new roads. The oil economy is ending. While other options may be developed, emphasis needs to be on other forms of transportation - bicycling, walking, and public.	Developers should be made to emphasize alternative transportation in their planning for commercial. I recently walked to the Walgreen's on 27th and Vine. While the sidewalks got me to the corner, there was no sidewalk to get to the building - I had to walk over the landscaping to get to the parking lot. Not a big deal for me, but could have been a problem for someone else, and it certainly doesn't send a msg of promoting walking.
More intersections on arterials need right turn lanes. Such lanes would smooth traffic flow and ease congestion. For instance, this morning, traffic northbound on Highway 2 north of the State Penitentiary slowed to a stop as someone made a sloooow right turn at the intersection north of McDonald's. A right turn lane there -- and in hundreds of other intersections around the city -- would smooth that traffic flow. (Realistically, i know there is not enough money to do a lot of these, but right turn lanes in key spots would help: 70th Street northbound at A Street comes to mind -- but the city allowed the building on the southeast corner to be built too close to the road -- no room for a right turn lane now....).	I believe the city should embark on a smooth traffic campaign to educate drivers about their responsibilities to make the traffic system work. The public service campaign could recruit local media to encourage drivers to 'Turn Right' -- as in 'turn into the right lane.' Too often I wait behind someone who is making a right turn or left turn -- and that driver ahead of me has a clear turn into the correct lane, but waits (holding up traffic) to make a turn into the far lane. Not only is such action illegal, it holds up traffic behind the offending driver, and cars approaching the intersection from the other direction and turning in the same direction are often uncertain about the offending driver's intentions, slowing traffic in that lane as well. I probably sound like an old grouch, but if everyone would 'turn right' into the right lane, traffic flow in this city would run oh so much more smoothly.
	It is unrealistic to believe that Lincolnites will give up their cars to ride transit. We live in the midwest and really love our cars! I don't see this changing in the next 30 years regardless of the price of gas. \$4/gallon now and maybe \$5 this summer....I don't see fewer cars on the streets of Lincoln nor overly crowded StarTran buses even with these ridiculous prices.
	County- State need to complete the 148th and Interstate 80 ramp which would help alleviate the heavy traffic on 84th. Traffic from Hwy 2 to Interstate 80 would virtually eliminated.
Please more bike trails	Bike trails

<p>Mass transit service with express routes from various major points within city limits to the County City Bldg, Legislature, downtown O Street, UNL, etc. For example, the park and ride concept used in other cities would be welcome at Holmes Lake, SouthPointe, etc.</p>	<p>Every project is important to a segment of the population. It is a matter of prioritization. We cannot do everything for everyone.</p>	<p>Lincoln has good roads. Maintenance is key. The cost of doing business increases every year and unfortunately that means we must pay more for our roads and other services.</p>
<p>It is important to base the planning for the future of our Great Capital City, with bold vision and limitless thinking.. Many of the issues we continue to face today, may have not occurred with a more visionary and bold outlook yesterday!</p>	<p>I question the effectiveness of large city buses in Lincoln. Smaller, "Shuttle Van" size transit would appear to me to be more effective, efficient, better for the environment, and more fun for the passengers. This is merely an observation and I am by no means an expert on transit.. I also acknowledge the fabulous job Star Tran does in our city, especially with Husker fans on game days. All this would need to be balanced.. but as for future plans, routes, and expenditures, I would highly encourage the small "Shuttle-type" vehicles for our community!</p>	<p>The ideas of trolley transit along the "P" Street Corridor between our city's newest investments of Antelope Valley and the New Haymarket Arena, should be a strong element in any future plan.</p>
<p>Eliminate autos within the city limits and install a trolley car system. Install high speed rail service between Lincoln and Omaha airports.</p>		<p>When looking at the funding sources, I wondered what Road Impact Fees are. What are these funds expected to cover? If it is maintenance, which seems logical, why wouldn't we look at increasing those so that the needed optimal maintenance could be accomplished?</p>
<p>We really need to have a good public transportation system that will work for everyone, not just the people who need to use it. I know this is addressed, but I am concerned that this project would not go in the direction that it should because the people managing it have no real interest in public transportation. More citizen involvement is needed. Also, this may not be a part of this plan directly, but we also need another cab company in Lincoln.</p>		<p>Public transportation is poor for a city the size of Lincoln. We do not have a good bus system; it gets poorer all the time. Also, one cab company here is not enough. People cannot get the service they need.</p>

<p>Lincoln needs to be looking at expanding their bike paths (which may include converting sidewalks to that task). Some roadways should also have a bike lane included in the design when they are rebuilt. Much as I'm in favor of bike lanes and re-striping roads to that end, I'm not so sure the plan to put the lanes in downtown on those particular streets was the right move. It's hard to know what to do with those particular structurally mixed up streets. Electric bicycles should get more publicity as they allow for older and less fit people to get off the roads. They are also nice for hot days as they generate their own breeze. Riding home after an exhausting day is much less of a concern as well. Functional electric bikes can be had for as little as \$400. China uses millions of them. Perhaps subsidies to encourage the purchase of these vehicles might be considered. San Luis Obispo used to have them for bicycle trailers as part of their efforts at improving air quality. I'd like to see a strategic plan for light-rail and/or Curitiba, Brazil type buses systems be considered. Likewise a regional transit system ala western Massachusetts (the Amherst area). Smart grid technology is an important part of plug-in hybrid and electric vehicle infrastructure as well as distributed renewable energy integration. A look at using an Danish EDISON kind of electric vehicle system to team up with our local renewable resources would be nice at some point.</p>	<p>We need to be looking a ways to get people off the roads, in a convenient and time efficient way, rather than building new roads. The focus should be on how not to build new roads and thus encourage (or even defacto mandate) more individual driving.</p>	<p>Good luck. :)</p>
		<p>With the amount of money being paid in motor vehicle taxes, property taxes, etc. I have a hard time understanding why there is always a budget shortfall when it comes to roads and road maintenance. Perhaps instead of putting bandaids on our potholes which last for 2 weeks, we should do some real maintenance that will be long term and hold the contracting workers that destroy those roads plowing accountable. I don't seem to be able to be reimbursed for the damage that is done to my car, tires, and alignment every year, why should I have to pay additional taxes and money for it? The city planted a tree in front of my home. The roots are now pushing up the sidewalk. I would like the tree to be gone personally, but I certainly do not think it should be my responsibility to pay for tree roots gone wild for something the city put in place. I already provide all of the maintenance.</p>
<p>widening of 27th st from hiway 2 to south st. If residents of the Country Club area do not want it widened, I propose building an elevated road way like was done in Omaha to accomodate traffic on West Dodge, 98th to 144th. Ha See how they like that option.</p>		<p>The Antelope Valley project must have taken all the \$\$ for upkeep for the streets in Lincoln! They are terrible, crumbling apart, pot holes, repairs upon repairs until they don't stay fixed anymore. Antelope Valley must have been someone's pet project. The rest of the city is suffering because of it. Is is very sad.</p>
		<p>We need to develop the funding sources to allow us to do the needs plan rather than the maintenance or Capital plans.</p>
		<p>I don't live in Lancaster County; however, I work here and feel I can comment on the roads as well.</p>

Planning to accommodate rail transit. This need not cost much, simply plan on the possibility of future projects that might develop passenger rail as well as freight transport within in Lincoln and between towns in the county and state.(In general, don't plan in a way that precludes future mass transit possibilities out of existence! -- like the Arena has!!!)

All have definite value. However, unless the experience of driving a car is made difficult or unpleasant, most drivers are not going to value other forms of transportation or city planning. Hence I would put a lower emphasis on investment in street development/maintenance except to existing major arteries.

As before; we ought to join the rest of the world in investing in planning options that maximize the traveler's options, reduce pollution, and emphasize human interaction with each other, as well as their civic and natural environments. Also, consider closing some streets to traffic, as is done in many other countries. This will reduce maintenance costs, improve the attractiveness of the areas and encourage walking. Another, non-transportation planning does impact transportation considerations. Making it more difficult to use cars downtown will encourage "malls" with vast parking on the fringe of the city. This in turn does cause downtown deterioration. Hence restrictions ought to be placed on the size of parking lots when malls are proposed. They might scream that it hurts them, but their way also hurts others. When planning PLEASE do not alter the historic character of an area in any fundamental way. This has been happening far too much recently. Lincoln used to serve the State of Nebraska. This has been changing to a large degree, but thoughtful planning would allow it to retain the message to its populace that it owes certain responsibilities to the state above and beyond JUST wealth generation for the townspeople of Lincoln--or even of the state. Just because we drove some of the best minds in the state out of the state in the 1920s does not mean that we must continue--and preserving a character of the original city plat that reminds us of this would help. Our past is (at least!) as important as our future. Without it we have no roots and no organic or ethical mission. I think Lincoln ought to be a city of cities. Let Old Lincoln be that "servant of the state." And let other areas grow their own missions and characters. It would be wonderful. ESPECIALLY if TRANSPORTATION made each area accessible to all, and was not itself the major defining characteristic of the environment. One last point, please, oh, PLEASE, do not let Lincoln become just another Omaha!!! In transportation or otherwise! Obviously I have my (strong) opinions. If you ever want to know more, I can be contacted at pearmoth@yahoo.com.

Need to have the State to finance south and (yes, and) east beltways asap. County Acreages should be a minimum of 40 Acres--growth should be concentrated within cities to be more sustainable.

Paving of county roads leading City growth. Growth should concentrate within or annexed edge of Cities and the roads paved when annexed by majority of private financing. Individuals who choose to reside in rural settings outside of the City should not expect a paved nor get one paid for with public funds. The costs for this type of growth is not sustainable.

The County's priorities on where it spends its road dollars is missaligned. Potholed gravel roads and washboards are dangerous and not attended to, rather than concentrate on these type of issues they expend resources cutting brush that doesn't block sight lines or have other safety issues (e.g. drifting, wildlife, etc.). The check box for county maintenance earlier in the questionnaire as "strongly agree" is intended to say that the resources for maintenance is adequate and existing funding should be utilized better.

	Please don't get me started on our City power brokers!!!!	
		If you are going to raise taxes make sure they are spent on what the tax is for.
27th Street between South and Highway 2 needs to be widened. Other North South routes need to be identified and widened. Bus service needs to be strengthened. Bike access could be improved through expanded trails, but ditch the street bike lanes. They are cumbersome and dangerous.	No	The South and East by-passes would be great, but only if Federal matching funds are available.
Lincoln should be heavily investing in public transit infrastructure, including complete streets and connection to and completion of the Salt Valley Greenway. The Greenway will be a vital part of our local economy, local tourism and attractiveness to the creative culture in Lincoln and Lancaster County. Given the global trends that point to high gasoline prices and scarcity, much less emphasis should be given to new and wider roadways. Adaption to these trends needs to begin now.	Road widening should be very selective and come after current streets are properly maintained. The roadways skirting the city should be postponed until after public transit and bicycle/pedestrian trails and complete streets are fully supported and maintained.	Please keep in mind that the transportation system we currently have in Lincoln and Lancaster County to a large extent causes its own behavior. If we "pave" the way for more cars, that's what we will get. If we pave the way for more public transit, complete streets and pedestrian dominance, we will enable the kinds of growth that we envy in sustainable cities such as Portland and Boulder. Think about the underlying purpose of the system- to move people around- and think about our carbon constrained future. What kind of system do we need in Lincoln that will both adapt to the trends and the purpose of the system and take a bold step in that direction.
Need a three foot shoulder on county roads or county arterials for bikes. Nothing more. (and I'm a biker).	Don't need 98th O-A. Don't need paving on 98th A-VanDorn at this time.	All property owners should be specially assessed for improvements when they are specially benefitted. When roads are replaced or otherwise capially improved (such as a major overlay) the property owners benefitted should be assessed. BOTH NEW NEIGHBORHOODS AND OLD NEIGHBORHOODS.
widen so 27 st. from south st. to hwy 2		when we visit other cities snow is removed that day in Lincoln is takes days to remove ,the sidewalks in this are bad
I would like to see the Rock Island trail extended over the trestle and through Wilderness park, under highway 77 and beyond. Mayor Beutler mentioned a trail to Spring Creek prairie, it could tie into that		I'd like to see more education and encouragement for people to bike and ride public transit to work. More bike racks would help too. I've seen that collection of unused bike racks stored in the yard south of Haymarket park, why aren't they in use? More planners and city workers need to actually bike and take public transit so they understand the needs and challenges of bike commuters.
Get rid of most big buses and utilize vans for bus route - to save on gas, etc. - because very often buses go by or can be seen with one or only a few riders. this is ridiculous and has amazed us for a long time, to see all that expenditure for personnel and machinery day after day.	Large transit buses that are practically empty most of the time.	Some streets had been improved in recent years and are looking bad already - both the street surface as well as the medians! we would like the contractors held responsible for work done to be much better and the city hold them accountable for it!
We should not accept the Fed mandate that we cannot include the east and south beltway as a project because to include it would exceed our current rate of expenditures for capitol improvements.		

	<p>The County plan shows paving of NW 84th from Adams to Hwy 34. There are about ten families living on this three mile stretch of road. But that shouldn't be a reason to pave. People traveling from south to north can use either NW 48th or the paved road that goes around Pawnee Lake. The money saved could be better used to pave West Adams between NW 56th and NW 84th. There are going to be many people that will want to travel west and east as the areas north and south of West Adams continue to develop. Please note we own more property in the county than in the city.</p>	<p>The needs based plan is needed but only if the County is willing to help pay for it. The county doesn't pay a fair share of the cost of streets in Lincoln. This has to change. The wheel tax is ridiculous. There has to be a solution to this problem. It is destructive to the city and I can't believe the county citizens want to see Lincoln's streets deteriorate. It is unfair to keep asking Lincoln's citizen for more and more money to maintain and expand city streets for use by Lancaster County residents. The expansion of Old Cheney from 70th to 84th is a good example of Lincoln residents paying for a road improvement that is used primarily by County residents. Let's just leave it a two lane road until county residents come forward with a plan to help pay for the expansion. Again, please note our family owns more property in the county than in the city. There also needs to be a way to get bicycle owners to pay more to help with the bike trails.</p>
<p>Interior four lane streets, such as S. 27th St., need to be widened to 4 lanes each way or at least 2 lanes each way So. of South Street.</p>	<p>County Roads should not be a priority when the inner city streets are not being maintained, pot holes are not being filled both on major streets and residential streets with materials that are long-lasting. Within a couple of months, pot holes re-appear due to faulty or in-adequate materials used to repair our streets.</p>	<p>Switch public buses to smaller, more efficient and environmentally friendly buses. Our buses are massive and out-dated gas/fuel hogs and make our city look behind the times. Build a light rail system between South and SE Lincoln and downtown thus reducing load on our street systems and our bus system can then be updated and down-sized.</p>
	<p>bicycle routs not important they are just dangerous for the drives Plus no more roundabouts especially at 14th and Superior</p>	<p>Our roads in town are awful. I drive on them all the time showing houses to clients. My clients want to know why they are so bad. I finally told them they are part of the Oregon trail and we are trying to preserve the ruts.</p>
		<p>I personally do not feel that people who live on the city fringe are not paying for their share of burden for city street improvements, yet they want city services???</p>
		<p>We had excess money in the roads department - what happened to it? I believe it was used for other purposes and now we are short. Look at what Mesa, AZ did when they put in their new east-west train transit system that takes people downtown and back. They are now talking about putting in another that will go north and south. It's reasonably priced and students get to ride for free. Also had adequate parking at each stop along the way. Goes</p>
<p>The east and south beltways NEED to get built!!! Widen 27th Street to 4 lanes from O Street to HWY 2!!! Widen 56th Street to a REAL 4 Lane from Cornhusker to Hwy 2!!! Get more North-South arterial streets that actually work!!!</p>		<p>Figure out the lights in this town so that a person doesn't have to stop at every intersection for a red light.</p>
		<p>Any improvements made to facilitate walking and biking are much appreciated. We still need a west/east bike lane downtown.</p>
<p>Old cheny needs to be widen in the best intersect of the city not just the few that live near it. We all use that road.</p>	<p>No</p>	<p>Fix the roads the pot holes are costly on my cars. Do roads correctly once and only once. If you don't have the money wait until you do.</p>

<p>Lincoln needs a hywy south and east connecting to the interstate and 77 south.</p>	<p>I would strongly agree to #13 if the focus were strongly on sustainable modes of transportation...pedestrian, bicycle, and transit system. I see no projects to bring commuter bike trails into the unserved parts of the city around downtown, such as major portions of Near South and South Salk Creek. Nor do I see any projects to improve bike transportation in the downtown area...where cycling is not allowed on sidewalks and where riding on the street is dangerous. This needs far more development.</p>		<p>Limit growth to what can be maintained. Use smaller more efficient buses as most buses I see typically only have a small number of riders. Size the bus to the typical number of riders. If we lived in a southern state then providing more ways for bike riders to get around would make more sense. Question #3, I thought Impact fees were supposed to support the extra roads/ infrastructure cost to new developments.</p>
<p>Adding lanes to existing streets in the built part of town, particularly the north/south arterials. Sure these are expensive projects, but they are needed. When people buy homes along arterial streets, they shouldn't be surprised when the street gets widened in the future. If you start a plan now and begin buying up homes as they become available along these corridors, these projects could be built relatively easily within the planning period. More emphasis should also be placed on intersection improvements at existing congested intersections. This would help play a major role in improving traffic flow through town.</p>	<p>At this point, I would question spending any money on TDM strategies. These may become viable at some point down the road, but there currently is little to gain by trying to adopt these programs or hiring additional staff to try to make a fractional gain in "other modes" use.</p>		<p>Thank you for the bike racks on the busses! Maintaining & building new highways needs to remain important. Additional funding must be indentified to ensure that money is available for these types of projects.</p>
			<p>Public transportation is sorely needed in Lincoln and Lancaster County but it is hopelessly locked in current public attitudes and perceptions. There are models for developing a strong mass transit system in a community with comparable sized population and preconceived attitudes which should be studied. Can't rely on everyone to ride a bicycle and some of us are situated too far from areas we frequent. Providing the public an efficient transportation system with adequate spatial coverage at reasonable cost, and convincing everyone to use the system, are too next-to-impossible tasks. The challenge, then, is to find appropriate alternative answers, and those answers are going to be hard to determine.</p>
<p>Bus system needs to be revised. One shouldn't have to go downtown and transfer to get to other side of town. These lines are how many years old? May need less buses (to big of cost to city now) if someone would just refigure the routes.I also think we spend way to much on trails, for a minority that use them.</p>	<p>Stated above.</p>		
<p>There is nothing going on in Lancaster County that is as important as the construction of the south beltway!</p>			

		<p>It takes more time than it should for a city our size to travel from one location to another across town, Lincoln is designed like a small town of nearly 300,000 people. With very little foresight given to travel. I would love to see a belt way made up of hwy 77 on the west, I-80 on the north, Saltillo in the south and probably 98th? 96th? st in the east set up for merge on and off non stop high speed traffic, even better would be a fifth attachment that ran right down the middle north and south to make the city drivable again. Instead of this cluster of poorly maintained north south and east west roads with way too many stop lights.</p>
<p>We need more comprehensive Bike/Walk routes like in Kansas City, Des Moines, Fort Collins Colorado, and other green cities in the Midwest of the USA.</p>	<p>The Antelope Valley is just a place for drunken transients to hang out and destroy. What a waste of money!</p>	<p>Lincoln: We need a better way to get from Havelock to SW Lincoln. What ever happened to the East and South Bypasses? Lancaster County: Some of the county roads are impassable after a rain. EX: Princeton Road from Hwy 77 going west. It is SCARY!</p>
<p>Some faster way to get through town as opposed to around the town on the outer edges. North/south travel is horrendous at best. For example, I can get across town faster from my home in the Highlands than I could from my home on N 27th street since I am not forced to travel through town. Outskirts are not always an option though.</p>	<p>Way too much spent on bike trails for such a small percentage of the population. Bike laws need to be more well publicized as to what is expected of the bikers so that car drivers know what to expect from the bikers as well.</p>	<p>Generally I think that the roads are well-maintained at the currently levels. How that equates to increasing material costs... I don't know. I think you have done a good job.</p>
		<p>I attended one of the open house meetings and was very impressed with the folks working on our behalf in Lincoln, I would love it if we could fund our "needs" but have concerns about raising taxes. I would first like to explore how to lower the cost of plan...who are the contractors? how are we obtaining bids? are the folks in that business working on new ways to make roads with less expensive options? any new technology? In the private sector of our economy we have adjusted to less pay, less benefits, even job lay offs...what are the contractors of these services doing in response to the economy? Could you offer incentives for coming under budget...as you can see, I would like a creative approach to the cost and accountability of the services. We recently moved here from Overland Park, KS where our property taxes were almost half what they are here AND we had great schools and the roads were good also. I do not understand all the differences yet, but common sense tells me we need to look at how much we are paying for things, etc. Thank you for the opportunity to input.</p>
<p>South and East Beltways</p>	<p>The public transit system needs to be more made more efficient. The amount of money spent on the transit system does not match the amount of individuals who depend on public transportation. Perhaps public transit could be better accomplished by outsourcing the service and providing a public subsidy.</p>	<p>Who put bike lanes down the center of the street?</p>

<p>"Traffic lights" I travel the streets daily and could point out numerous locations that could improve traffic flow and gas consumption. I would be most happy to supply a list. Abbott told me once you have to have red lights so the other side got the green!! Things improved when he left.</p>	<p>Keep close tabs on where the people want to locate.</p>	<p>I do not use it so I will not comment.</p>
<p>We need large-scale rail transportation. Subway, or smaller "individual" rail cars. Either way, these would have less maintenance and would cause less accidents. These could use vastly less pavement, and would have a much greater capacity in a smaller space.</p>		<p>Far too much emphasis on personal motor transportation, and not enough on bicycle and mass-transit.</p>
		<p>Education of bicyclists and motorists about safe bicycling should be strongly advanced. Vehicular bicycling--using all the streets as a vehicle--should be promoted, not just bike lanes (which are dangerous). Sharrows should be placed in the middle of the travel lane, not at the edge near parked cars.</p>
<p>I would like to see either incentives for businesses to provide showering facilities for employees that commute by bicycle or possibly publicly funded facilities. Also I would like to see facilities that monitor parked bicycles to reduce theft.</p>		<p>I strongly believe that there needs to be a greater emphasis placed on public transportation as well as pedestrian and bicycle traffic in Lincoln and Lancaster County</p>
<p>How seriously has the redundancy of two entities: the city roads and the county roads department been taken into consideration for the long term. Your own materials indicate that the lines between these two entities are seriously blurred and will continue to be so in the near future. They should be blended NOW to save the taxpayer money, and damn the red strings of government and political lines in the sand. It is the results that are important, not the political subdivisions that are in charge. Serious savings of money, personnel, time and equipment could be had by merging these two.</p>	<p>I am not in favor of having a city streets maintenance lot in a neighborhood area. The maintenance facility at 30th and South streets is an industrial operation and should be in an area zoned to handle noise, pollutants, safety concerns and hazardous materials. This public works substation facility should be relocated to the county facility on Adams street in the immediate future.</p>	<p>Lincoln is obviously ramping up to become a major metro, and we have to abandon pretending Lincoln is a Mayberry RFD when it comes to the availability of transportation. Seriously, we don't even have an adequate taxi system, and people that land in our airport at night are stranded (!) Our city is not an 8-5 little community, but is now 24/7; our new arena will feed more transportation needs, and our mass transit system is woefully undersupported by the public. Sorry, but those bike lanes in the middle of busy downtown streets is a killing accident waiting to happen. See how Iowa City expanded the sidewalks to handle university town bike traffic. Get with the green trends!</p>
<p>I attended the open house for the repair of 1st street between cornhusker and superior. I don't agree with spending that much money on this road. We do not need a round about. The road is in such poor shape NOW. We need it retopped sooner than next year. I do not see the need for widening this street, the traffic is never that bad. Over 2 million dollars for one street is ridiculous. It is now wonder that we do not have money to fix the roads when they need it.</p>		
<p>Longer hours for public transportation, from 6 am to 12 midnight.</p>	<p>Maintaining roads, any roads</p>	

<p>Pedestrian, bicycle, and bus transportation are all interrelated forms of transportation. Each system needs to be updated and refined, and they need to be updated and refined together. The current bus system is not within walking distance of most lincolniters. The bus racks help this issue, but not all citizens are comfortable biking. Bus routes need to run across the city, and end at locations across the city. The hours are also not conducive to riders. I don't know many people who get off work or out of class in time to make it to the last bus home. Therefore it is pointless to even try using the bus system for the 8-6 working citizens. Last, the buses cannot leave the same location and continue on their routes at the same time. This creates a huge flux in buses through a stop, then an hour lag time where there are no buses. The bus schedule needs to be staggered. Countless times I have been waiting at a bus stop, only to see two buses of the same route come through the stop, one right after another. The bicycle system is moving in the right direction, but this needs to keep moving. The key part of this system is education. We need to educate riders on how to use the on-street bike routes, and how and where those routes connect with the trail system. There is no easily accessible resource to find these things. We also need to educate drivers on bicycles as vehicles. A system like this cannot work without respect on the road.</p>	<p>Why are we building new roads and widening roads when the roads we have are unkept, uncrowded, and unperfected. Let's work on what we have first.</p>	<p>We need to stop looking at the ped/bike/bus options as secondary options. Without including these into our primary transportation plans, we are regressing in planning, rather than making the progress that most cities are currently making.</p>
<p>Pot holes need at least temporary repair when they occur.</p>	<p>The cost of adding bike lanes becomes and is far too expensive.</p>	<p>those who do not drive need reliable, affordable ways to reach all parts of the community on a daily basis. A city which does not provide or arrange for such access is not a first class city.</p>
<p>The beltways would be a major improvement.</p>		<p>I do not feel travel times are a problem in Lincoln, they are much better than those in other cities. Wider streets with more lanes encourage more traffic at higher speeds to the detriment of the neighborhoods.</p>
<p>road from CHENEY TO GREENWOOD this would ease north south traffic save lots of time and load on 27 48 56 70 not to mention 84</p>		<p>It is important that Lincoln look to the future for these needs. Thank you for gathering input from the public. City dollars are such a small fraction of our property tax bill, we just need to maintain our roads properly.</p>
<p>SW 40th Bridge to connect West O with West A</p>		<p>Nice to see NW 48th is shown on all three plans... but I will believe it when I see it.</p>
		<p>Sidewalks in residential neighborhoods need curb cuts at every corner. Focusing on the Walkability and Bikeability of Lincoln will pay-off in the end because it improves the health of the citizens, and it is inexpensive to implement.</p>

	Lincoln desperately tries to maintain a decent transportation system, but pretty much falls flat on its face. The biking lanes were a brilliant idea, but they were put in the middle of the road. Bike lanes go on the outer edge, the middle is too dangerous. Even if the sub-standard bus routes are kept the same, the number one issue is how late they run. The bus system allows someone to easily hop on a bus to work, but when they're off work - there are no buses home!
	Public transportation (bus) should be increased with routes and hours extended. Guarantee a core area of the city with bus service that does not change for those without personal vehicles.
	Public transit service needs to be expanded, not cut. Late night and Sunday service are both important. Shorter wait times (higher service frequency) would encourage transit use, as would digital signs at all major stops. They don't have to be big - could even be inside a shelter - but would let riders know when the next busses are coming. It's the not knowing that makes people nervous. "Did I miss the 24? Will I wait 5 minutes and it will be here, or is it gone and I'll have to wait an hour?"
Trails. I do not feel the number of users warrants all taxpayers to pay for the convenience of a few. Allow those who support trails, fund them.	Unless we quit building developments with limited access points, I do not feel any amount of transportation needs can be achieved. It also looks to me we better be finding a new source of fuel to service your buses. The cost of ridership will continue to increase with the cost of fuel continuing to increase. More trails!!!
The plan should look into measures to improve connectivity of the bicycle route system. Our trails network is a good start but there are significant barriers that allow bicycle commuting in areas like the hills, west Lincoln and Air Park county wide trail system	
	More bicycle lanes along major streets in the city. 1) Please work towards more mass transit which includes putting bike lanes in new roads. Bike commuting will be increasingly important and should be supported by the city. 2) Please maintain what roads we do have. The overall condition of Lincoln's roads seems to be deteriorating and getting worse each year.
I'd like to see more mass transit options such as a subway or rail system, better hours available on bus routes, and continued maintenance on the bike trails.	I love the new Antelope Valley bike trail in Lincoln and the MoPac trail bridge that crosses 27th street. We've needed a safe way to cross 27th street on bikes for years. Thank you.

<p>El Centro Mass Transit and Bike Transport</p>		<p>More eco-friendly transportation options/routes are a must! Better walking/bike paths & a stronger bus system. We need to create a system that better promotes facilities bus usage over personal vehicle usage. Also it is very important that we begin combining as part of drivers ed cyclist awareness to teach motorists how to share the road with cyclists & pass with care!!!</p>
<p>El Centro An increased number of taxi cabs, whether they be private or public. The monopoly that currently exists makes this type of transportation very inefficient.</p>		<p>I am uncertain of the growth of the transportation system being related to the growth of the population.</p>
<p>Aging</p>		<p>They need to have bus service because of elderly and disability disadvantage who cannot drive. We wouldn't have so many car accidents.</p>
<p>Aging I can't think of any projects as part of the packages of importance. I now of none.</p>	<p>I can't think of any projects important or unimportant at anytime in the near or not so recent future.</p>	<p>If we could extend Star Tran hours until 10 PM, that would be nice.</p>
<p>Aging Bicycle: Have seen many bike rider in areas that are in zones where they should be walking their bikes. Don't read sign, I guess. Happen mostly downtown. Snow removeable many property owners never clean their sidewalks, problem walking in the winter to bus stop area.</p>		<p>Future plans may be shelter at Heart Institutes 7440 S. 91st.</p>
<p>Aging</p>		<p>Local assistance must be used not imported from big or very small cities to advise us--</p>
<p>Aging</p>		<p>We must enhance the bus system in this city. Lincoln is very resistant to change but it is better to change gradually than the suddenness of forced change. Mass transit is rapidly becoming the way Americans will travel. Our resources are drying up? It is much safer, practical, and cost effective to run a bus or train load rather than individual vehicles.</p>
<p>People's City Mission Yes, Lincoln, Nebraska, should have above subway trains, and underground trains for transportation. If the bus systems will (not) improve.</p>	<p>No, all are important</p>	<p>(above subway) and underground subway trains should be built immediately in Lincoln, Nebraska.</p>
<p>People's City Mission</p>		<p>Yes, the buses should run on later time instead? @ 6pm.</p>
<p>People's City Mission No</p>	<p>No</p>	<p>As far as when driving it needs to have a better flow ie: not having to stop at red lights every other block. Public transportation does not meet the needs of the general public in anyway unless you have all to go from point A to point B you better have an alternate way to get back.</p>
<p>People's City Mission</p>	<p>No</p>	<p>I believe bus services should run later every day for the people that work later in the evening. I also believe there should be more buses that run during the late morning and early afternoon hours.</p>

People's City Mission		I work with the homeless. Having no services on Sunday or after 6 or 6:30 pm is tough for those without driver's licenses & alternative means of transportation, it restricts employment opportunities to daytime positions or jobs within walking distance otherwise.
People's City Mission		Buses should start at the same time & run till 10 pm daily. O Street bus should run every ½ hour all day not just during rush hours.
People's City Mission Bus #57 & 56 1)Primary 7 & 8 2) 2ndary 1-6 3) 9-13 4) Buses running later than the schedule alot.		I moved here to Lincoln to attend college here and a bus I needed was cancelled a month later (Sept 2010). Please do not paralyze this city by taking away more of this bus system. I understand gas is high: however I believe the problem is much bigger than that. Remember our Senior citizens to. I'll be praying for the city officials & Star Tran employees. Love you & God bless you.
People's City Mission N/A	N/A	I think buses should run later for the people who work later.
People's City Mission		I have lived in Lincoln 3 ½ years. I like this city. I am 61 years old and I very well may retire in Lincoln. My concern is that Lincoln will get to big. Anything over 300,000 in my opinion is getting to large-think about that.
People's City Mission		Busses should run later in PM for those on the second and third shifts.
People's City Mission		Believing in more buses for people that working in all hours.
People's City Mission Bus's should run until 1200 am	Friendlier driver's and more new bus's	Friendlier driver's and newer buses
People's City Mission Buses on Sundays, also buses need to run later at night at least until 10 pm or 12 midnight. People need to get around later, also we do have a big police force and they can support night troubles and it would open up more jobs for people.		Lincoln has really grown over the year. I strongly agree that bus should also run on Sundays to keep the revenue growing people are in need on Sundays for transportation as all the other days. People are still without cars and in need of transport to work and other places.
People's City Mission		Friendlier drivers – more informative with directions. Earlier & later route times for 2 nd & 3 rd shift people.
People's City Mission I believe the bus system should run until 12:00 pm	Friendly drivers! More new buses!	
People's City Mission		More buses and longer hours.
People's City Mission More Routes (later times)	Rates cutting out stop	Needs to run later at night.
People's City Mission We should have buses running on Sundays. People do work on Sundays and have to omit Sundays as availability on job applications.		Many employers require people to be available on weekends including Sundays.
People's City Mission Get a real DMV office and back date the none convicted drivers licenses without stupid photo's of others on the fake paper licenses they give you for \$26.50, at 46 th & P and West "O" & Sun Valley Road.	Your new bus has no room for the feet on the floor in the back area facing the driver and you still slip on the floor with snow or wet shoes.	I love there taxi's & buses.

People's City Mission		I think the buses should run every ½ hour. Should increase the number of stops and should run later or on Sunday.
People's City Mission		The buses should stay running till 11:30 pm for 2 nd shift workers.
People's City Mission		Times of routes are wrong on scheduals and wheel chair ind taking adv need wider buses.
People's City Mission		Transportation needs to run later and on weekends. For senior citizens and people who work 2 nd & 3 rd shifts. It's a port of the city growth and you cannot ignore this problem. There are over 200,000 people in this city and as it stands you are taking the citizens for fools.
People's City Mission Stopping the gassing of people on the bus by "south of the Capital Gang" to rob and obtain house keys to rob a victims home.	Stop the denial by the massive group "South of the Capital Gang" of their gassing of people; on the bus to gain entry to their homes to rob on the bus itself and it will.	Stop the knock-out gassing of people on the bus and in their homes by "South of the Capital Gang" modern day atrocity matrons at "work" in Nebraska including Lincoln.
People's City Mission Expansion of the bus system		The majority of the problems are the drivers not the roads.
People's City Mission Extend bus hours till 11:30 pm		
People's City Mission		The buses should run until 8:30 pm Mondays thru Saturday
People's City Mission		Sunday Service
People's City Mission		The buses should run longer hours on the weekdaus and weekends. They should run until 9 o'clock on weekdays and 10-10:30 on weekends.
People's City Mission Let buses run til 2:00 am. Cuts down on D.U.I.s or does the City need that D.U.I. money		Tell all bus driver to wait til everyone sits down before blasting off.
People's City Mission		The public transportation should run longer than 7pm to help individuals who work later to get home.
Library	The arena – state fair innovation campus & anything UNL does.	I work 5 days a week – I live 6 blocks from bus stop. I don't drive & depend on bus to get to work, And now I'm told the city wants to shut my bus off during the hrs I need to get to work. I don't have a car & can't afford taxis. I'm not on welfare, I need my bus system & it needs to be improved not shut down. The Mayor needs to listen! Just because he doesn't take the bus doesn't mean we don't need the bus.
Library	All the road construction encourages people to keep driving their gas guzzling cars & discourages them from biking and taking the bus.	When gas hits \$6-\$8 a gallon we had better hope that we have a good 1 st class bus system & trail system which is not too far off.
Library		Let's focus on better ways to provide mass transportation, bike & foot traffic & lessen dependence on autos.
Library		I would be willing to pay for improvements that would get people out of cars. But I'm not willing to pay for roads at the expense of other healthier modes of transportation.

<p>Library To go long the bus. Cutting service – raising prices is not fair to the handicap-disabled person. We are people too.</p>	<p>The Haymarket arena is not needed at this time – but the city council has a conflict of interest as they own property there.</p>	<p>Lincoln is expanding – so should the bus system – to make it accessible for everyone. To go later to make it more inviting for everyone. The City needs to back the city bus system.</p>
<p>Library I believe in conservation of land over spreading out. Lincoln may or may not grow significantly in terms of population and/or the prosperity of that population. We need to discourage new home building (esp large homes) on city edges & think more of renewing housing, rebuilding within existing neighborhoods, and developing a more urban lifestyle. This would help conserve on transportation costs.</p>	<p>I hope there is flexibility where pieces of plans may be mixed & matched over the years, but still retain the holistic planning view.</p>	<p>A faster circle around the city, like Lubback TX might still help faster entrance & exist from the city.</p>
<p>Library Cannot believe the city has so much money left over that they need to create a traffic snarl around the stadium. Proof that this was a bad place to build an arena. And another roundabout at 14th & Superior rather than improve traffic control with better lights (timing).</p>	<p>I am in favor of creating the roadway “grid” before allowing the actual development of the sprawl but am very disappointed in how over the past twenty years how seldom they are “perpendicular” intersecting intersections (should be park of plan at least every mile or so straight roads are not a sign we are “backward”.</p>	<p>Too much second hand smoke at downtown stops too often..... especially around 11th/N Streets</p>
<p>Library I would like to see bus service extended longer hours, more frequent stops & more routes (ie) Madison WI (1980’s) busses ran every 15 mins. During peak hrs. & from 5:30 am – 1:30 am</p>		<p>More bike paths on main arterials along the curbs not in middle of street. Therefore, safer for cyclists.</p>
<p>Library</p>		<p>Leave the Star Tran buses along!</p>
<p>Library “Needs Based Plan” emphasizes public transport improvements, this should be a top priority! Oil is dead; expensive etc. The improvement of public transport in Lincoln would completely change accessibility, especially for low-income households. Food for thought: Chuncheon, South Korea is a town equal to Lincoln, NE with 250,000 residents and a countryside full of farmers, it’s bus system runs every 15 min. within city limits and hourly country.</p>	<p>Widening roads-why bother? If we can’t maintain current roads and can’t easily afford new ones, why put our money into more of them. Public transportation should have that money first, by improving the bus system, less people would be driving, thus eliminating traffic overflow. Put people on sidewalks, trails, and buses! The more the merrier.</p>	<p>I’ve lived in several cities around the world and yet in my home state in English cannot figure out Lincoln’s bus system. I am not along local friends who have moved here from Chicago, Portland, Oakland etc. are equally baffled. The maps are confusing, buses only run one way, also the hours are impossible for the employed. Lack of clear map/hours design and minimal public transport (location wise) are a complete deterrent to it’s use. I moved to Lincoln for the great bike trails, but I would love to get rid of my car and take the bus everywhere if I could.</p>
<p>Library</p>	<p>Like adding more on to the baseball park, It’s fine the way it is now and you should quit doing more construction around town without putting in detours first for warnings.</p>	<p>Well you guys should mostly quit building more parking ramps downtown and quit tearing down really favorites places. You guys should not change the bus routes anymore and you should add more bus shelters around town.</p>
<p>Library</p>		<p>We need more mass transit. Bus, trolley or streetcar, train</p>
<p>Library Maintenance (pot hole eradication) and adequate snow removal must be fixed first.</p>		
<p>Library</p>		<p>I feel there should be extended hours on bus for those who need to be to work at 10:30 pm. In other words bus should stop running at 12 am for those who are working poor some have 2 jobs some 3.</p>

<p>Library Better transportation and publication of all transportation venues to all areas of Lincoln @ all times, even if not profitable more frequent bus transportation so one does not have to wait an hour or more at remote stops.</p>	<p>There are projects being completed that are narrow in their scope, persons served, and relevancy to all groups in Lincoln.</p>	<p>Some persons would benefit from evening night time public transportation – cost now may be prohibitive; but if option was there and done right, ridership would increase.</p>
<p>Library Well I bike a lot and the thing is were as Lincoln has very nice bike paths, but they don't go anywhere.</p>	<p>No</p>	<p>I wish the buses would run longer, Just by like 2 or 3 hours more.</p>
<p>Library East transport between Omaha and Lincoln Maybe train?</p>		
<p>Library Your news letter states that the transportation project would cost each house hold \$12 per month. I struggle to survive on a meager social security income and if and when S.S. gives me an annual increase in pay (which hasn't happened for two years) it amounts to \$17 dollars a month... If I'm lucky. Yet you want to take \$12 of that allowing me \$5.00 left for groceries? There are many people in this city who could lose \$12 and not miss it. I stop down to pick up the pennies. I can't afford to use public transportation. (I depend on kind people to help get me around). I'm too old to use the bike and hiking trails. Yet, you feel I (and many others in a similar situation) should pay for something I never use. I was taught, from childhood, that if I want something in the future, I should plan ahead and save for it. How come organizations such as yours don't put this wisdom into practice? (Much like the government's similar perpetual poor financial practices). "If we need something just tax the people", seems to be the motto of America.</p>		
<p>LPAC</p>		<p>I wish we had access to better data regarding how multi-modal usage could/does affect congestion/level of service, and how this could affect overall costs.</p>
<p>LPAC Yes – encourage tele-commuting to keep people off the roads altogether.</p>		
<p>LPAC</p>	<p>I disagree with the widening of Highway 2 between Van Dorn & Old Cheney Rd. at the cost of \$50 M. Only needed for the two peak travel hours per day (at least w/o further discussion)</p>	
<p>LPAC</p>	<p>Lincoln has good sidewalks and trails. Emphasis should be put on rocking dirt roads in our county to allow faster response times for emergency services and to reduce transportation times and expense for area residents, farm, and schools.</p>	

<p>LPAC No, but focus on sustaining/maintaining existing routes (all routes including vehicular, pedestrian, bicycle, transit, etc.) is imperative.</p>	<p>Based on funding realities, many of the street/traffic improvements located at the “edge” should be given lowest possible priority. Reference question 13 above – I am not willing pay an additional \$12/month to develop projects that are not “sustainable” (in the broad sense of the definition). I am willing to pay an additional \$12/month (or more) for improvements that provide a long term sustainable benefit to our community.</p>	
<p>LPAC</p>		<p>We’ve done a pretty good job with the resources available, but we’ve got to do better to accommodate future growth on the fringe, and in the established neighborhoods.</p>
<p>LPAC Operational and maintenance. NO CAPITOL PROJECTS ... let’s keep what we got in great condition ...</p>	<p>South Beltway ...</p>	
<p>LPAC</p>		<p>We should encourage market-supportable increases in residential densities so that serving such areas with public transit is reasonably cost-effective.</p>