

# Focus Group Meetings Summary

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January 19 – 21, 2016

## Meetings

The LRTP project team held eight Focus Group Meetings with stakeholders who represent various interests in the community. The purpose of the meetings was to gathering insights on key transportation issues and concerns. The focus groups were structured to represent different interests, and included the following:

- Development Community
- Healthy Living & Environmental and Bicycle/Pedestrian Groups
- Freight Interests
- Transit/Human Services and Under Served Community
- Neighborhood Associations
- Business Community
- Downtown Interests and Institutions
- Multicultural Advisory Committee and Cultural Center Contacts

In total, 33 people participated in the focus group meetings.

## Agenda

Each meeting was approximately one-hour long and covered the following:

- Overview of LRTP planning process
- Love/Change exercise and report back
- Discussion questions:
  - What are the biggest changes that have occurred in the last 5 years and how do they affect transportation in Lincoln?
  - What trends or driving forces do you think will most influence transportation in Lincoln in the future?
  - What are the greatest opportunities relative to the transportation system?
- Goals/Objectives exercise
- Next steps and how to stay involved

## Love/Change Exercise

Each Focus Group participated in a Love/Change exercise. Participants were asked to write down three things they love most about transportation in Lincoln and three things they would most like to change about transportation in Lincoln.



## Discussion Questions

Each Focus Group discussed three main questions:

- What are the biggest changes that have occurred in the last 5 years and how do they affect transportation in Lincoln?
- What trends or driving forces do you think will most influence transportation in Lincoln in the future?
- What are the greatest opportunities relative to the transportation system?



Many stakeholder groups identified how **technology** has changed, and will continue to change, transportation in Lincoln. For example, multiple groups mentioned that the introduction of fiber to Lincoln may allow more people to work from home, which would mean less people commuting. The Bicycle/Pedestrian, Healthy Living and Environmental Group recognizes that due to technology, space for charging stations for electric vehicles may be needed. The Freight Community noted that newer technologies such as drones and automated convoy trucks, may radically change their delivery methods. The opportunities that automated vehicles may provide was mentioned by nearly all of the stakeholder groups.

**Growth** was another frequently discussed topic among the Focus Groups. Some groups see more of the growth happening as infill development in the City core, whereas other focus groups see more growth in the south and east, which is disengaging from the rest of the City and services. There is agreement that as Lincoln continues to grow, the City needs a system to support all of this growth.

Multiple stakeholder groups discussed the **change in demographics** and **travel preferences**. Since an increasing number of millennials prefer to not drive, and an aging population may no longer be able to drive, expanding the transit services as well as the bicycle and pedestrian networks seems important to many focus groups. It was noted that some of the expansion of on-demand service may come from the private industry by companies such as Uber and Lyft.

The primary topics that were discussed by each stakeholder group are listed below, and a full listing of the discussion points is included as **Attachment B**.

Focus Group	Primary Discussion Topics*
Development Community	<ul style="list-style-type: none"> <li>• The disconnect between transportation infrastructure and development; the need for transportation improvement projects to occur ahead of growth.</li> <li>• Continued growth on the fringe, despite the perception of infill development.</li> <li>• The need for the LRTP to plan ahead for corridor improvements rather than mile by mile projects, and to plan ahead for trails in developing areas.</li> </ul>
Bike/Ped, Health, Environmental Groups	<ul style="list-style-type: none"> <li>• There is more interest in the community in biking and walking for transportation purposes, and this is expected to continue as both the younger and aging populations are interested</li> <li>• Infill development has created a density that lends itself to a bike network downtown.</li> <li>• Sensitivity to the cost of the N Street cycle track – while there is strong support for the project, the group recognizes the need to find lower cost options going forward and to recognize the costs to maintain facilities; also noting that the life cycle cost of bike facilities is less than for roadway projects.</li> <li>• There are opportunities for partnerships for bicycle and pedestrian facilities – business, health care providers, etc.</li> </ul>
Freight Interests	<ul style="list-style-type: none"> <li>• Growth in Lincoln has resulted in increased congestion on Hwy 2, the major freight route through Lincoln.</li> <li>• For freight movement, the south beltway is more critical than the east beltway</li> <li>• Public transportation to the airport and airpark area would be beneficial</li> <li>• Increasing package delivery has created a considerable challenge for the last mile of delivery; more distribution centers are needed.</li> </ul>
Transit and Under Served Community	<ul style="list-style-type: none"> <li>• Traditional 9-5 workday is no longer a reality; need to build more flexibility, smaller vehicles, longer service hours into transit service.</li> <li>• Need to attract choice riders to gain the political capital to improve StarTran’s funding situation.</li> <li>• Interest in using technology to provide transit rider information about next bus, alert people of delays, etc.</li> <li>• Increasing need for transit/human services transportation for the aging population.</li> </ul>
Neighborhood Associations	<ul style="list-style-type: none"> <li>• Big box retailers have forced the closure of local neighborhood grocery stores, which requires more driving, and less community feel; would like to see more partnerships between neighborhoods and retail centers to improve walkability.</li> <li>• Housing developments downtown and in the Haymarket have resulted in changing lifestyles; people want to live closer to where they work.</li> <li>• Consider new ways of thinking about public transportation – like smaller vehicles to pick people up in neighborhoods.</li> </ul>
Business Community	<ul style="list-style-type: none"> <li>• Businesses have trouble filling 2nd and 3rd shifts because they don’t have access to bus service</li> <li>• Commercial growth is not just happening downtown, but also in outlying areas (both businesses and retail)</li> <li>• Fiber will be important for businesses; allowing people to work from home.</li> </ul>

Focus Group	Primary Discussion Topics*
	<ul style="list-style-type: none"> <li>• Businesses are often supportive of healthy choices for their employees; they support biking and walking, provide the option for bus pass instead of parking subsidy.</li> <li>• South and east beltways are important to businesses, especially to relieve north/south commutes.</li> </ul>
Downtown Interests	<ul style="list-style-type: none"> <li>• I-180 into downtown has become really difficult and congested.</li> <li>• Lincoln Public Schools have grown by 4,000 students in the past 5 years; will need more schools in the future.</li> <li>• Continued re-urbanization means more activity downtown all the time, more people walking, etc.</li> <li>• Desire for a free trolley/circulator to connect downtown, Haymarket, Innovation Campus.</li> </ul>
Multicultural	<ul style="list-style-type: none"> <li>• Medical facilities are moving south and east and are not accessible by transit.</li> <li>• Need to decrease the dependence on cars; public transportation needs to be more on the forefront with longer service hours, increased frequency.</li> </ul>

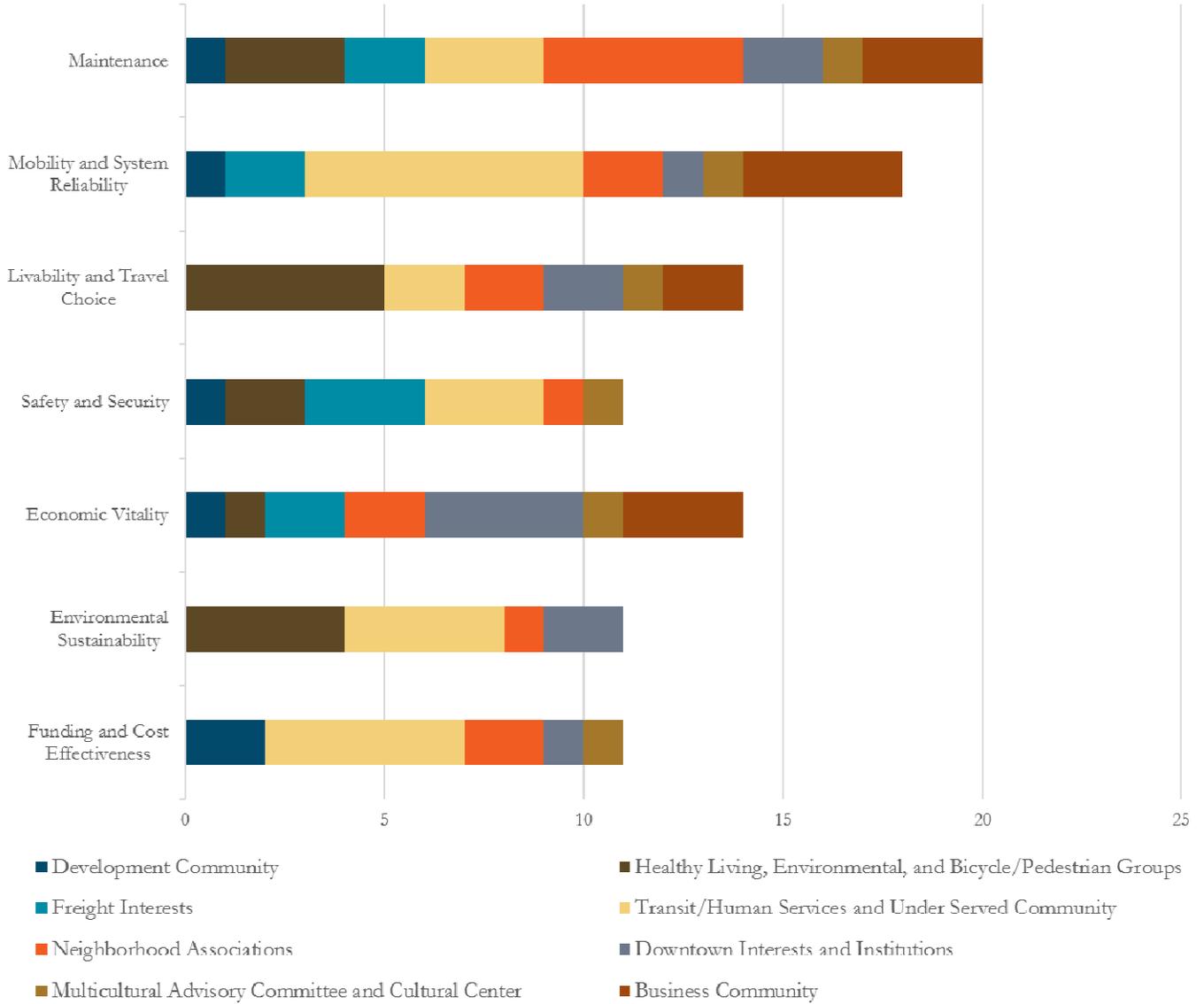
\* This list of topics is not comprehensive, but rather highlights those topics that were unique to the particular Focus Group's interests; the full listing of discussion topics is included as Attachment B.

## Goals/Objectives Exercise

The project team presented the draft transportation goals and objectives. Participants were asked to prioritize the plan's goals and objectives. Combined, the most important goal area was the Maintenance Goal: "a well-maintained transportation system" followed by the Mobility and System Reliability Goal: "an efficient, reliable, and well-connected transportation system for moving people and freight". A full list of priorities can be seen below. Participants recognized the importance of balancing all of the goals and objectives and that the goals and objectives are interdependent. Success in one goal area will likely lead to success in another goal area because of the overlap.



## Goal Priorities by Focus Group



# Attachment A. Love/Change Comments

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
<b>Development Community</b>	<ul style="list-style-type: none"> <li>• Arterial road</li> <li>• Planning for new growth</li> <li>• Like the grid</li> <li>• Ease of traffic</li> <li>• Section line roads</li> <li>• New strategies for reducing costs</li> <li>• Roundabout design</li> <li>• Connectivity to I-80</li> </ul>	<ul style="list-style-type: none"> <li>• Development funding – impact fee flexibility</li> <li>• Arterial “bottleneck” interior to city</li> <li>• Too wide ROW for arterials</li> <li>• Using road funds for sidewalks</li> <li>• New bike lane on N Street – dislike</li> <li>• No “bypass” around Lincoln or through Lincoln</li> </ul>
<b>Healthy Living &amp; Environmental and Bicycle/Pedestrian Groups</b>	<ul style="list-style-type: none"> <li>• Lincoln is small and navigable enough – fairly easy to walk and bike to many places of interest</li> <li>• Complete Streets &amp; Mayoral Support – start to good cooperation between agencies</li> <li>• Complete streets – Policy &amp; Action</li> <li>• Designed bike routes on streets</li> <li>• Always progressing towards multi-modal</li> <li>• Trails are used for both recreation and commuting</li> <li>• 17 blocks of protected bicycle lane constructed</li> <li>• N Street protected bikeway</li> <li>• New downtown bike lanes (N Street)</li> <li>• High number of bike trails</li> <li>• Trail system within one mile of anywhere in Lincoln</li> <li>• Connected trail system</li> <li>• Trail crossings above/below traffic/streets</li> <li>• The overpasses: N 27<sup>th</sup>, Hwy 2 &amp; 27<sup>th</sup>, on Antelope Park</li> </ul>	<ul style="list-style-type: none"> <li>• Not sure all agencies (Public Works, Planning, Police, Law) all on same page with regards to bike/ped issues</li> <li>• Limited funding for bike/ped – seen a “luxury” not transportation</li> <li>• Bike/ped still seem thought of as “alternate” transportation rather than a mode just like cars – often in planning</li> <li>• Change the mentality that one must travel by single user car</li> <li>• More funding for trails vs. new roads</li> <li>• Lack of parking (auto) downtown/ Haymarket</li> <li>• Congestion on 27<sup>th</sup> Street south of South Street</li> <li>• General Public’s awareness of bikers and walkers</li> <li>• Public resentment to ped/cyclists</li> <li>• Muted efforts on education drivers/ped/cyclists</li> <li>• Education – whose job is it? – share the road with motorists</li> <li>• Lack of bicycle racks in Haymarket and in front of businesses</li> <li>• Lack of bike safe parking downtown</li> <li>• Limited public bus service (routes, nights, weekends)</li> </ul>
<b>Freight Interests</b>	<ul style="list-style-type: none"> <li>• Variety/multi-modal access</li> <li>• Improvements to traffic downtown, flow with Antelope Valley Pkwy and Arena Roadways (still need some refinement)</li> <li>• Capacity</li> <li>• East/West corridors</li> <li>• Intersection improvements</li> <li>• Trail system</li> <li>• West beltway (Hwy 77)</li> <li>• Interstate access relative to industrial/commercial areas</li> </ul>	<ul style="list-style-type: none"> <li>• Airport/Airpark specific – systemic connectivity</li> <li>• Lack of cross city direct connectivity (lack of bypass)</li> <li>• Flow-through from I-80 to Hwy 2 to the Southeast</li> <li>• Interior flow in general</li> <li>• North/South flow through the city</li> <li>• Stoplights at close spacing</li> <li>• 14<sup>th</sup>/Old Cheney/Warlick intersection</li> <li>• North/South corridors</li> </ul>
<b>Transit/Human</b>	<ul style="list-style-type: none"> <li>• Bus system is reliable</li> </ul>	<ul style="list-style-type: none"> <li>• Street conditions deteriorating</li> </ul>

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
<b>Services and Under Served Community</b>	<ul style="list-style-type: none"> <li>• That we have a bus system</li> <li>• The traditional grid system</li> <li>• The one way streets</li> <li>• Increasing focus on bicycle routes and lanes</li> <li>• The new bike routes</li> <li>• Our diversified trails network</li> <li>• Parking relatively available</li> <li>• EHS after hours services</li> <li>• Special routes for students</li> <li>• Low income/cost effective option (30 day bus pass)</li> <li>• The low-cost monthly pass for people with low incomes</li> <li>• Strong effort to improve system</li> <li>• Wheelchair accessible fixed route buses, handi-vans, and cabs</li> <li>• Public transport system accommodates people with special needs</li> <li>• All areas of city accessible in rather a short time</li> <li>• Few traffic delays</li> <li>• Traffic jams are rare</li> <li>• Helpful to call StarTran office for route assistance</li> <li>• StarTran operators are good and make an effort to make system work</li> <li>• We have and administration that supports mulit-modal</li> </ul>	<ul style="list-style-type: none"> <li>• System consists mostly of large buses on fixed routes; want to see flexible, small, responsive system</li> <li>• Wish bikers used the new bike areas</li> <li>• Have bikers and motorcyclists follow rules of the road (not all riders are like this)</li> <li>• Need to restrict outward development; causing inner area to suffer</li> <li>• Increase in covered routes</li> <li>• One cab company is wheelchair accessible and one is not; need increased access for wheelchair users, both companies need to be accessible</li> <li>• StarTran receive funding needed to do their job</li> <li>• Greater usage of public transit -or- Carpools (school specific)</li> <li>• Expanded hours</li> <li>• Hope for seven day a week 2<sup>nd</sup> and 3<sup>rd</sup> shift bus service</li> <li>• Increased hours</li> <li>• Increased transit service hours and areas covered</li> <li>• No quick method for North/South or East/West transportation across city in central parts of town (too much start/stop at stoplights)</li> <li>• Eliminate central bus hub – exclude need for 2+ hour one way trips</li> <li>• The system has very limited hours; some round-the-clock service would be great</li> <li>• Hope to keep routes in residential areas for a variety of reasons</li> <li>• Would like a mixed private system beyond cabs</li> <li>• Need expanded access to public transit (StarTran) later hours, quicker turns, weekends, etc</li> </ul>
<b>Neighborhood Associations</b>	<ul style="list-style-type: none"> <li>• Continued program of upgrading/ repaving neighborhood streets</li> <li>• Decent street signs</li> <li>• Quick fill potholes</li> <li>• Incorporation of the Interstate/bypass system in North/West Lincoln</li> <li>• Good traffic flow; 15-20 minutes across town</li> <li>• Relatively reasonable travel times across city</li> <li>• Familiar back channels</li> <li>• Short peak drive times</li> <li>• Can get to work in &lt;20 minutes</li> <li>• Pedestrian friendly</li> <li>• Dedicated new bike lane on N Street</li> </ul>	<ul style="list-style-type: none"> <li>• Timing of some traffic signals is poor</li> <li>• Unequal distribution of services – healthcare locations, food, deserts, public safety, sidewalks</li> <li>• Bike traffic</li> <li>• Signal count – traffic mix</li> <li>• Traffic targets – lack of high speed exchange</li> <li>• Narrow streets – congestion</li> <li>• North/South travel time</li> <li>• Train delays</li> <li>• New bus routes</li> <li>• Lack of conventional public transit (takes too long to get anywhere)</li> </ul>

Focus Group	What I love about transportation in Lincoln	What I would change about transportation in Lincoln
	<ul style="list-style-type: none"> <li>• Recent upgrades to crosswalks for accessibility</li> <li>• Close to bike trail</li> <li>• Plenty sidewalks</li> <li>• Bus routes</li> <li>• Trail network &amp; N Street bikeway</li> <li>• Accessibility of the trail system</li> <li>• Mixture of public and private transportation</li> <li>• Past good bus system, walkable</li> <li>• Good pedestrian system, trails/sidewalks</li> </ul>	<ul style="list-style-type: none"> <li>• Lack of advance planning for growth – arterials &amp; busses, light rail</li> <li>• Bus service ends too early in the evening</li> <li>• Slow to upgrade neighborhood arterials such as Randolph Street</li> <li>• Better streets for all</li> <li>• Street maintenance/funding – resurface by district</li> <li>• State of residential street surfaces</li> <li>• People who complain about now bad Lincoln roads are...because they obviously have not lived anywhere else</li> <li>• Potholes</li> </ul>
<b>Business Community</b>	<ul style="list-style-type: none"> <li>• Trails system</li> <li>• Push for more bike lanes</li> <li>• Bike network – trails</li> <li>• Snow removal is good</li> <li>• Parking is fairly convenient</li> <li>• Have become more committed to being forward-thinking and to planning for future needs</li> <li>• Proximity to the Interstate</li> <li>• The small town feel of roads - being from a small town (not that efficient on high volume though)</li> <li>• How easy to go around the town via trails</li> <li>• Getting from Northwest Lincoln to downtown</li> <li>• Simplicity</li> <li>• Commute times</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic</li> <li>• Traffic signal timing</li> <li>• Difficulty coming into downtown during high volume times</li> <li>• Time it takes to get across town</li> <li>• Too many signals</li> <li>• Lack of freeways</li> <li>• Address traffic capacity issue on the North/South city arterials</li> <li>• Better access or thoroughfare routes to interstate from all parts of town</li> <li>• A continued commitment to surface repair and maintenance – focus on funding planning</li> <li>• Intra-downtown trails, bus</li> <li>• Construction timing</li> <li>• Long haul, North/South &amp; East/West</li> </ul>
<b>Downtown Interests and Institutions</b>	<ul style="list-style-type: none"> <li>• Short commute times</li> <li>• Aggressive street repair process (recent years)</li> <li>• Working relationship with city/county</li> <li>• Trails system</li> <li>• N Street bikeway</li> <li>• Progression of bike lanes</li> <li>• Bike trail system</li> <li>• New bike lanes &amp; education components</li> <li>• My walkable neighborhood</li> <li>• 84<sup>th</sup> Street</li> <li>• P Street updates</li> <li>• Arena drive</li> <li>• Easy/quick access to the Haymarket from NIC</li> <li>• Safety of the streets – courteous drivers</li> <li>• Five minute commute to work from 5 miles away</li> </ul>	<ul style="list-style-type: none"> <li>• Progress on or towards long range planning (i.e. south beltway)</li> <li>• Traffic</li> <li>• Timing &amp; number of stop lights</li> <li>• Street signal timing</li> <li>• East/West travel time across city</li> <li>• Lack of funding for projects</li> <li>• Add trolley/light rail pedestrian connector downtown and innovation campus</li> <li>• Car priority downtown (smaller/less lanes)</li> <li>• 27<sup>th</sup> Street</li> <li>• 33<sup>rd</sup> &amp; Cornhusker intersection</li> <li>• 33<sup>rd</sup>/35<sup>th</sup> and Cornhusker interchange</li> <li>• Hwy 34/Fletcher/1<sup>st</sup> Street connection</li> <li>• South/East beltway development</li> <li>• Maps-Google, iphone, gps; updated travel routes</li> <li>• Integration of trails/bike paths to streets; safety, signage, education</li> </ul>

<b>Focus Group</b>	<b>What I love about transportation in Lincoln</b>	<b>What I would change about transportation in Lincoln</b>
<b>Multicultural Advisory Committee and Cultural Center Contacts</b>	<ul style="list-style-type: none"> <li>• Antelope Valley/Salt Creek Roadway</li> <li>• Generally easy to get around</li> <li>• Bike trails</li> <li>• Generally good public transportation</li> <li>• New ideas are tried, bike lanes in downtown</li> <li>• City is about all modes; bus, bike paths, traffic patterns</li> </ul>	<ul style="list-style-type: none"> <li>• Stop lights don't seem to bin in sync</li> <li>• Some improvements; road conditions need help</li> <li>• Bus timing - later hours</li> <li>• Busses are limited</li> <li>• Bus routes don't go to all parts of the city</li> <li>• Not enough bike racks</li> </ul>

# Attachment B. Focus Group Discussion Notes

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## Development Community

### Changes in last 5 years

The growth areas in Lincoln are to the south and east. The “economics” in the south and east are disengaging from the rest of the City – that is people in the south and east parts of the City tend to remain there for shopping, social activities, etc. This may be partially as a result of not widening 40<sup>th</sup> – it was an unintended consequence; the City didn’t want to diminish the character along the corridor by widening it, but as a result, the core is cut off from other areas of the City.

Implementation of the access management policy has had an effect on development. By limiting access to commercial properties, access onto arterials, it could change the economic viability of a site; it limits the amount of “prime real estate.”

There seems to be a disconnect between the CIP and growth areas; projects are not being done where the growth is happening, which makes it difficult for development projects to get off the ground. Impact fees are always behind; they are not contributing to infrastructure in areas of growth. Should be able to do TIF in growth areas.

The City is taking more dollars out of street funds to repair sidewalks. This should be a general obligation; streets fund come from gas tax and should go to streets.

### Trends going Forward

Technology will impact what we do for public transportation; perhaps Uber (or similar) could be subsidized for transit dependent. A portion of the fee could be subsidized.

It would be great to use existing church/retirement home vans for transit service; this would require coordination.

Delivery services take shopping trips off the road, but more delivery trucks are going to be on the road. This trend will also increase the need for distribution centers.

Fiber in Lincoln may allow more people to work from home. It may also allow for larger industries to locate on the periphery because they’ll have the technology available to do so.

Still see a lot of growth on the fringe, despite the perception of infill development.

### Opportunities

Plan ahead to provide trails in the developing areas.

Roundabouts; still to be determined whether they’ll be loved or hated in Lincoln.

The City should be borrowing as much money as possible at this point in time to get ahead of needs for sewer, water and streets.

Transportation planning should focus on the automobile since it is what the highest percentage of people use.

Shared parking downtown.

The LRTP should provide some clarity on how Lincoln is going to spend transportation dollars.

Identify corridors for improvement rather than mile by mile projects.

## Goals/Objectives

Sustainability is a mirage; efficiency creates sustainability; we shouldn't force reductions in fossil fuel.

# Bike/Pedestrian, Healthy Living and Environmental Groups

## Changes in last 5 years

There is a lot more biking as transportation – much more so than 5 years ago.

The emphasis used to be on trails, but we're now looking beyond trails at on-street improvements and the associated economic benefits.

Two bike racks on buses is not always enough, we should move to 4 racks per bus.

Haymarket development and housing developments in the downtown area have created a lot more activity in downtown and more congestion.

Infill development is occurring at quicker pace than anticipated; the density lends itself to a bike network downtown.

Gas prices have a huge effect on decisions about mode and the size of cars.

The Mayor has been very supportive of bicycle and pedestrian – the City has been able to change things institutionally.

## Trends in the Future

Demographic shift to younger people who are probably more inclined to bike to work. Similarly, the aging of the population – baby boomers are also interested in biking and walking.

Lincoln is still going to be a car-centric culture, but we need bike and pedestrian infrastructure in place to provide choice for traveling.

Increasing poverty and diversity; these residents may not have access to cars.

Increasing number of kids walking and biking to school.

Plug in vehicles; we need to anticipate this demand with charging stations throughout the community.

It is continually difficult to keep up with maintenance requirements.

Electric bikes are something the City will have to grapple with in terms of where they're allowed (streets, trails, sidewalks, etc.).

More interests from businesses in biking and walking and taking a role in the community in supporting investments in infrastructure.

## Opportunities

More businesses support bike commuting to work.

No new rail line abandonments in the foreseeable future; it will be difficult to find opportunities for long distance trails; we have completed the easy ones.

Continue to re-evaluate recommended (and existing) bike network on a regular basis.

As the City expands, plan ahead for trails in developing areas, including trail access to schools.

There's a strong relationship between bike and pedestrian infrastructures and health; we should engage health care providers.

Possibility of passenger rail through Lincoln.

Bike share – 15 stations to begin; we'll need to consider equity in future station locations.

Roundabouts should include dedicated bikeways/pedestrian ways in the design (like 14<sup>th</sup>/Warlick).

N Street cycle track; hope that cycle tracks are still in the toolbox, but may be too expensive to do again; we need to consider lower cost options.

Life cycle cost of bike facilities is less than roadway projects.

## Goals/Objectives

Economic vitality can be more of an outcome if you do well in the other areas.

Funding and cost effectiveness should be treated as a given; the way you do business, not a goal.

A transportation system that focuses on all modes will result in safety improvements.

Maintenance will also improve the safety of the system.

May want to consider health as a goal.

There's a lot of overlap between goals.

## Freight Interests

### Changes in the last 5 years

I-80 to Hwy 2 is a major freight route – Hwy 2 is a major bottleneck. Trucks are required to use the right hand lane on Hwy 2.

Growth; without the beltways, the internal truck routes (like Hwy 2) are congested.

Federal hours of service rule changes have put more trucks on the road during the day.

Antelope Valley has been tremendous interior change, very positive.

City is seeing the benefit of getting out in front of development (e.g., Yankee Hill Road as four lanes before the growth came) – growth will go where infrastructure is in place; the proactive approach is really positive.

The City has not gotten in front of the growth to the south, which has forced Hwy 2 to become an internal street. We're starting to see more trucks on Saltillo Road, and the county road section is not designed for that kind of traffic.

It's to see projects in all parts of the City; would be good to use infrastructure to encourage growth in all areas (not just focused on south).

If we develop to the west, Hwy 77 will be like Hwy 2 is today; need to think about an alternate route farther to the west; or NDOR could turn Hwy 77 into an expressway.

## **Trends in the Future**

Package delivery – the Amazon affect. One of their biggest challenges is the last mile of delivery. More distribution centers are needed, closer to the customer (there is some shortage of warehousing space in Lincoln).

Close convoy trucks may be the first practical application of autonomous vehicles.

It will be interesting to see how drones come into play; right now, they're the biggest headache for the FAA.

## **Opportunities**

For freight, the south beltway is more critical than east beltway.

Public transportation to airport and airpark would be beneficial.

Lincoln does not serve much air freight today. There's an opportunity for freight transport at the Lincoln airport – they have the capacity, long runways, space, no altitude issues.

Commercialized space travel.

# **Transit and Under Served Community**

## **Changes in the Last 5 years**

Traditional 9-5 workday is no longer a reality; public transportation system that is based on that model is outdated; need more flexibility, maybe smaller vehicles, more on-demand service, wheelchair accessible.

Option for wheelchair users to call a cab is really important (only one in town is accessible).

Specialized paratransit has a role, but a good solid public transportation system that works for the majority of people; not efficient to pick up one person at a time (handivan).

The blind community is generally not interested in paratransit; more in general transit service – it allows them to fit in to the community.

Limited hours of transit service limit the transit dependent from evening social activities. Lincoln used to have 7-day per week service that ran until 11pm (in the 70s and 80s).

You have to make handivan appointment a week out; for some people two blocks to public transportation is unrealistic.

## Trends in the Future

For people working the 2<sup>nd</sup> and 3<sup>rd</sup> shifts – transit is what would get them to work on time. Kawasaki runs 3 shifts – only one is really served by StarTran; would consider the option of paying for transportation because people don't show up for work.

Building our city based on the notion that everyone drives; this needs to change.

Need the political capital to improve StarTran's funding situation; do that by attracting choice riders, then may have an opportunity to go back into the neighborhoods for transit service. Vehicle is not what costs the money, it's the cost of drivers.

Software (e.g., ways) helps drivers – rerouting to get there faster; we should look to invest in specialized software for public transportation – traveler information about next bus, etc. to make it more friendly to riders, alert you of delays; it's the not knowing that frustrates people the most.

## Opportunities

Park and ride for commuters who travel to Omaha.

School drop-off, pick-up – need education to overcome perceptions of public transportation.

Digital technology – more efficiencies in the way public transportation operates, and to manage traffic as efficiently as possible.

Multimodal hubs – GTPN took on N Street to raise money; may be an opportunity to fund a new transit hub.

Lincoln is just about the perfect size, but it's not going to stay that way; something is going to have to give – take traffic off 27<sup>th</sup>, 13<sup>th</sup>.

Should look at movements like new urbanism.

Every trip begins and ends with walking – sidewalks should not be exempted from development.

48<sup>th</sup>& O – scary to cross for pedestrians.

Aging population – increased need for public transportation for recreation/social opportunities (as well as doctors' appointments).

## Goals/Objectives

They're all important. There's a lot of overlap – if you make one work, others will follow (more of an outcome).

Smart investing should be a given, not a goal; but partnerships are important to leverage available funds.

Maintenance – it's easy to build things, need to have a set aside (an endowment) associated with projects to make sure that they are maintained.

The message should not be that economic vitality is unimportant to this group – if the other goals are met, the transportation system will contribute positively to the economy.

## Neighborhood Associations

### Changes in the Last 5 Years

Pinnacle Bank Arena is a huge traffic generator.

Traffic volumes have increased, particularly over the last 5 years.

Number of pedestrians walking in the street has increased.

Closure of local neighborhood grocery stores; there are more big box retailers, which requires more driving – most people can't walk to them.

Real estate development has outpaced transportation, which has forced the City to build roads out to new development areas.

Sprawl, primarily in the south, requires infrastructure and services to support those areas.

When gas prices were high, people chose to ride bike/walk. Some people have maintained this habit even though gas prices are low.

Millennials are choosing to bike and walk.

Smaller household sizes.

Housing developments downtown and Haymarket have resulted in changing lifestyle; increased density, people want to live closer to where they work.

Increased supply of taxicabs.

### Trends in the Future

Millennials don't want to drive cars, aging population who can't – autonomous vehicles will provide mobility options.

We need to consider drop off lanes for autonomous vehicles at key destinations.

Public transportation is going to be increasingly important as the community ages, and as people are working longer.

People are buying things online and they're being delivered to their homes

People are increasingly working from home.

### Opportunities

O Street is a major barrier to pedestrians, with no refuge islands.

Would like to see more partnerships between neighborhoods and retail centers to improve walkability.

We need more grade separated pedestrian crossings over O Street.

We need a new way of thinking about public transportation – smaller vehicles to pick people up in neighborhoods rather than large empty buses on the arterial streets.

Uber (or the like) could be used to fill the gap for on-demand service.

What if in 20 years StarTran has a fleet of driverless cars.

Consider the use of reversible lanes on 2+1 streets.

Need education outreach for roundabouts.

One participant noted that 40<sup>th</sup> and 48<sup>th</sup> could be widened, others expressed strong opposition, resulting in a cordial discussion about how widening could negatively impact the adjacent neighborhoods.

## **Business Community**

### **Changes in the Last 5 years**

The Haymarket provides a lot more live/work/play opportunities.

Growth in downtown and re-urbanization; this trend will continue to grow.

Continued growth in Lincoln has resulted in more traffic between south Lincoln and downtown.

More willingness by the younger generation to walk and bike.

Businesses have trouble filling shifts because they don't have access to bus service.

### **Trends in the Future**

Uber and Lyft becoming increasingly prevalent.

Automatous vehicles.

Commercial growth not just downtown, but outlying areas as well (both businesses and retail).

Fiber will be important for technology changes. Ability to work from home (with bandwidth) will be a game changer.

Short commute times make taking the bus a difficult choice.

### **Opportunities**

Transportation between Omaha and Lincoln; easy access to the interstate.

Bike lanes in downtown to reduce congestion.

Connecting the city in ways that make moving around easy.

Business to encourage healthy choices – support biking and walking; option for bus pass instead of parking subsidy.

Fiber connectivity to improve traffic flow, provide real time updates.

Plan for infrastructure needs and funding; leverage funding opportunities (Build Nebraska Act, federal funding).

The south and east beltways are so important to businesses, especially to relieve north south commutes. Consider tolls on beltways. South beltway alone does not fix the problem, we need east beltway.

Consider a circulator shuttle or trolley downtown.

## Goals/Objectives

A lot of overlap between goals.

Economic vitality as an outcome of a reliable system.

## Downtown Interests

### Changes in the last 5 years

I-180 into downtown has become really difficult.

Growth in Lincoln, but also in surrounding areas like Hickman, etc., has created more demand for travel into Lincoln.

Construction of arena and innovation campus.

Lincoln Public Schools has grown by 4,000 students in the past 5 years; will need more schools going into the future.

Explosion of student housing in downtown, which partially drove the N Street cycle track (and allowed for TIF).

Newer buses, updated routes.

Strong availability of parking.

### Trends in the Future

The demographics of downtown are changing – younger people want things like bike share; may not have the same level of car ownership as in the past.

Driverless cars.

Continued re-urbanization – which means more activity downtown all the time, more people walking, etc.

5,000 more employees at Innovation Campus in the next 20 years

### Opportunities

Get ahead of growth in providing roadway infrastructure in areas we know are going to develop.

Rail between Lincoln and Omaha.

Light rail or trolley in downtown area.

Cohesive plan because it's done for both city and county.

Signage to direct people on routing to Arena including dynamic signs on the interstate.

Federal funding for sustainable uses, like buses.

Maximize use of trolleys that are coming downtown; connect downtown, Haymarket, Innovation Campus – need to make it free.

The 2<sup>nd</sup> bridge to Haymarket – presents an opportunity.

Driver education related to roundabouts and bike facilities – particularly for new drivers and people who move to Lincoln.

New materials for roads that don't require as much maintenance.

## Goals/Objectives

Some of these should be assumed – like smart use of public funding.

# Multicultural

## Changes in the last 5 years

Employers are locating further out, which makes it more difficult to access by bus.

Roundabouts can be challenging for blind community.

New ideas being tried.

Antelope Valley is attractive, nice for walking, biking, driving.

More of a push toward making biking viable and safe.

Roundabouts, bike trails, Antelope Valley.

The City has been more aggressive in road upkeep than in the past.

New buses.

Not enough bike racks.

More taxicabs.

## Trends in the future

Millennials don't seem to want cars.

If we want to stay with the times, the notion of public transportation needs to be more on the forefront – longer service hours, increased frequency.

The older generation also needs public transportation.

Too many cars; we need to decrease the dependence on cars.

Medical facilities moving south and east, which is really frustrating because difficult for people to get to with public transportation.

## **Opportunities**

Bike racks that are sculptural, art.

Smaller buses that could go more places.

Apps that are fully accessible with voice recognition to be able to use bus, next bus information.