

Appendix A. Public Input Summaries

Phase 1 Public Input Summary

July 25, 2018

Introduction

Throughout the Lincoln Bike Plan development, a variety of community outreach events will be held to solicit input about community values, key issues, opportunities and goals. There will be three distinct phases of community outreach:

- *Phase 1* focused on gather information about the community's vision for biking in Lincoln and gaining a better understanding of community values and barriers to biking. It offered opportunities for the public to provide specific input on problem areas and missing connections and to share ideas about where improved facilities should go.
- *Phase 2* will allow for community input on a draft bike network, preliminary plan recommendations, and priorities for implementation.
- *Phase 3* will include opportunities for the community to review the draft Bike Plan and provide comments.

This document is a summary of the public input received through various mechanisms during Phase 1.

Project Website

A project website, www.lincolnbikeplan.com, serves as a convenient resource for members of the public looking to learn more about the plan, stay informed, and give their input. Information provided includes an overview of the project intent and schedule, relevant documents and maps, a series of FAQs, and contact information. Links to an online survey and a public commenting map are included as well.

LincolnBikePlan
On-Street Bicycle Facilities Plan

SEARCH



Communication Strategies

Several approaches were used to inform the community about the Lincoln Bike Plan and to encourage them to provide their input through the project website and/or by attending various public events.

Email Distribution List

The City of Lincoln maintains an extensive list of email contacts (over 1,200 email addresses). Emails were sent to the distribution list on April 12, 2018 and April 30, 2018. Following both emails, there was a considerable uptick in the website activity.

Social Media

The City's social media platforms (Facebook, Twitter) are being used as a means for distributing information quickly to large audiences. The primary intents of the first social media campaign were to inform the public about the website's launch and to promote the first public meeting. Targeted messages about the website, public meeting, and Earth Day booth, were developed and pushed out on a set schedule.



Postcards

The project team created postcards that were distributed at various community events including the BikeLNK launch, Tour de Lincoln, and Bike to Work Week.

LincolnBikePlan

On-Street Bicycle Facilities Plan

How can we make Lincoln more bike-friendly?

The Lincoln Metropolitan Planning Organization (MPO) is kicking off an On-Street Bicycle Facilities Plan, and **we want your involvement!**

The primary purpose of the Lincoln Bike Plan is to identify an on-street bicycle network that builds on the City's extensive trail network and will provide safe and low-stress bicycle commuting and recreational opportunities. The plan will depict a comprehensive system of off-street and on-street facilities that safely connects neighborhoods and destinations and encourages bicycle travel.

Comment and Interact at:
www.LincolnBikePlan.com
(expected launch date is March 26, 2018)

Sign up:
To receive project updates including public meetings and events, and other opportunities to provide your input, please send your contact information to:
Kellee Van Bruggen
Lincoln/Lancaster County Planning Department
402-441-6363
KVanBruggen@lincoln.ne.gov



Newspaper Article

The Lincoln Journal Star ran an [article](#) on the Lincoln Bike Plan on May 8, 2018 that helped drive participation in the online survey and web-based commenting map.

Taking it to the streets: City wants help from cyclists, others, as it redraws its nontrail bike network

PETER SALTER Lincoln Journal Star May 8, 2018 (11)

Public Events

Lincoln Downtown Master Plan Public Meeting Booth

The Lincoln Downtown Master Plan (DMP) update is occurring concurrently with the Lincoln Bike Plan. The DMP hosted a public meeting on Tuesday, April 10th at the Rococo Theatre. The Bike Plan team hosted a booth during the open house portion of the public meeting. During this time, participants were given information about the Bike Plan and were asked for their input on how biking could be improved in Lincoln, particularly in the downtown.

Lincoln Earth Day Booth



The project team hosted a booth at the Lincoln Earth Day Celebration on Saturday, April 28th from 10:00 AM – 3:00 PM. This is an annual event that attracts about 2,500 community members every year. Participating in an event with so many attendees was a great way to promote the project and begin gathering public input. An informational poster, bike-themed prize wheel, and surveys helped engage the public.

Public Meeting

The first public meeting for the Lincoln Bike Plan was held on May 1, 2018 at the Jayne Snyder Trails Center. The meeting ran for 4:30 PM to 6:30 PM and was attended by approximately 40-50 members of the public. The primary goals of this meeting were to:

- Educate the public about the progress made so far on analyzing existing conditions for bicycling in Lincoln and the benefits of investing in bicycle networks
- Gather community input on the current state of bicycling in Lincoln, in terms of both infrastructure and supporting programs, and what improvements they would like to see



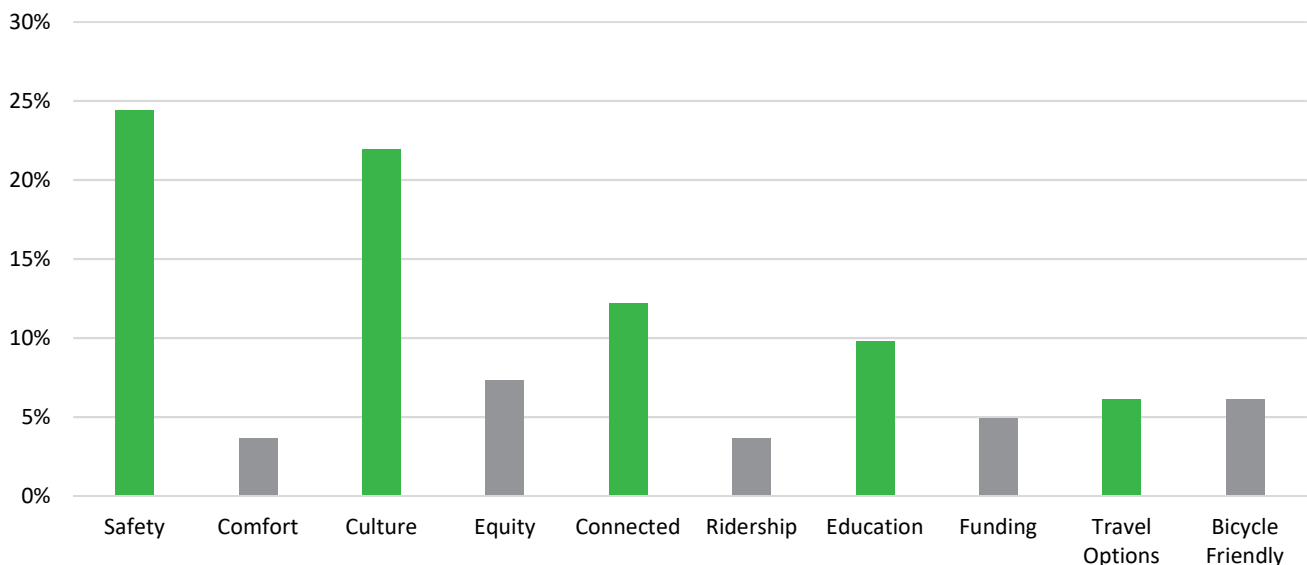
The meeting followed an open house-style format, with a series of thirteen boards set up around the room for visitors to review at their own pace. The boards included information about the project, the benefits of investing in bikes, and the methodology and results for the Level of Traffic Stress and bike demand analyses. Three interactive boards asked the public to choose which of the Plan's identified goals are most important to them, identify what the largest barriers to biking in Lincoln are, and provide their input on existing and/or desired bike programs.

Large roll plot maps depicting the existing bicycle network (one of downtown and one of the entire city) were available for the public to easily locate specific areas of interest to them and directly markup/attach their comments to those locations. Laptops linked to the GIS web-based network inventory and analysis maps and the project website's public commenting map were also set up at the meetings so attendees could zoom in more closely to precise locations and leave digital comments. General comment cards and copies of the project survey were made available as well. Throughout the meeting, FHU and Lincoln staff were available to assist with the interactive features and answer any questions.

Public Input on Vision & Goals

One of the interactive boards asked attendees to identify which two of the Plan's ten goals were most important to them; the table below summarizes the results. Providing a safe environment and fostering a culture of respect for all transportation modes and users were the most important goals among the participants, with nearly one quarter selecting "Safety" and "Culture" as one of their two priority goals.

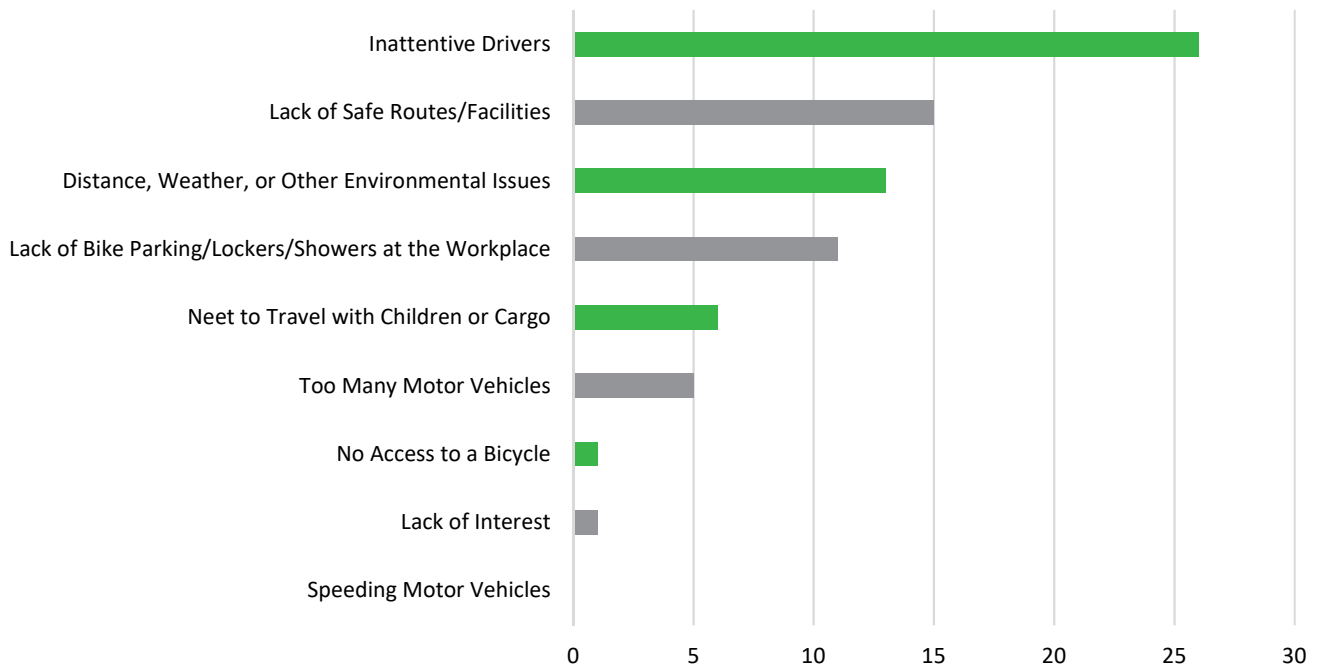
Which goals of the Lincoln Bike Plan are most important to you?



Barriers to Biking

Another of the interactive boards asked attendees to identify up to three factors they believe represent the greatest barriers to biking in Lincoln. By a significant margin, “Inattentive Drivers” was the barrier identified by the most participants; 26 people chose it while 15 chose the second most commonly identified barrier, “Lack of Safe Routes/Facilities”. The results of this exercise coincide with those from the goals board, as both indicate significant concerns about safety and interaction between different user types.

What do you believe are the greatest barriers to biking in Lincoln?



Education, Enforcement, and Encouragement Programs

The third interactive board asked attendees to identify bicycle-related education, enforcement, and encouragement programs that either exist in Lincoln today that they value that they would like to see developed in the future. One existing program mentioned as being valued by several people is the Bike Kitchen, a volunteer-run organization providing free bicycles and bike resources to the community. Another was the Safe Routes to School program that several area school districts participate in. Future program desires identified by the public include:

- Incorporating bicycle information into driver’s education courses
- Providing wayfinding signage at major bike network junctions
- More secure bike storage downtown

Supplemental Outreach

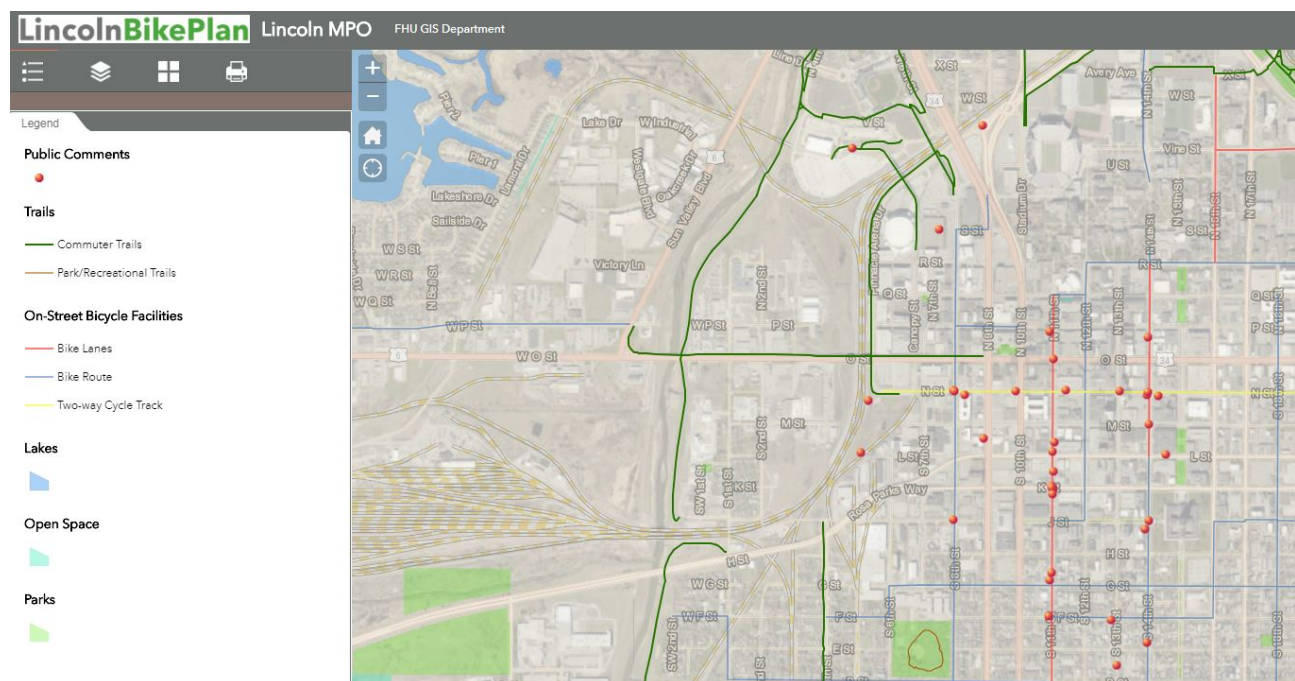
Following the May public meeting, additional outreach was performed to reach a more diverse audience. Printed surveys and project flyers were distributed in late May and June 2018 to the Lincoln Bike Kitchen, Matt Talbot Kitchen & Outreach, and all branches of Lincoln City Libraries. Additionally, flyers and surveys were provided to

StarTran bus drivers to distribute. From these supplemental outreach efforts, 53 printed survey responses and 33 online survey responses were collected. The pool of additional respondents was more ethnically diverse and younger than the original respondent group and included more representation from low-income households. Common themes from the supplemental input included a higher emphasis on cycling for exercise or health rather than commuting, more prevalent lack of access to bikes, and attitudes more aligned with the “Interested but Concerned” category of cyclists.

Online Engagement

Public Commenting Map

The project website provides access to a public commenting map, allowing visitors to review Lincoln’s existing bicycle network and provide location-specific input. Map layers including trails and parks can be toggled on and off to see how the on-street network currently ties in with these other features. Once submitted, all comments are visible to everyone. The public comment map was available for approximately seven weeks during April and May of 2018. During that time, 413 location-specific comments were posted, identifying barriers to biking and sharing ideas for improving the on-street bike network.



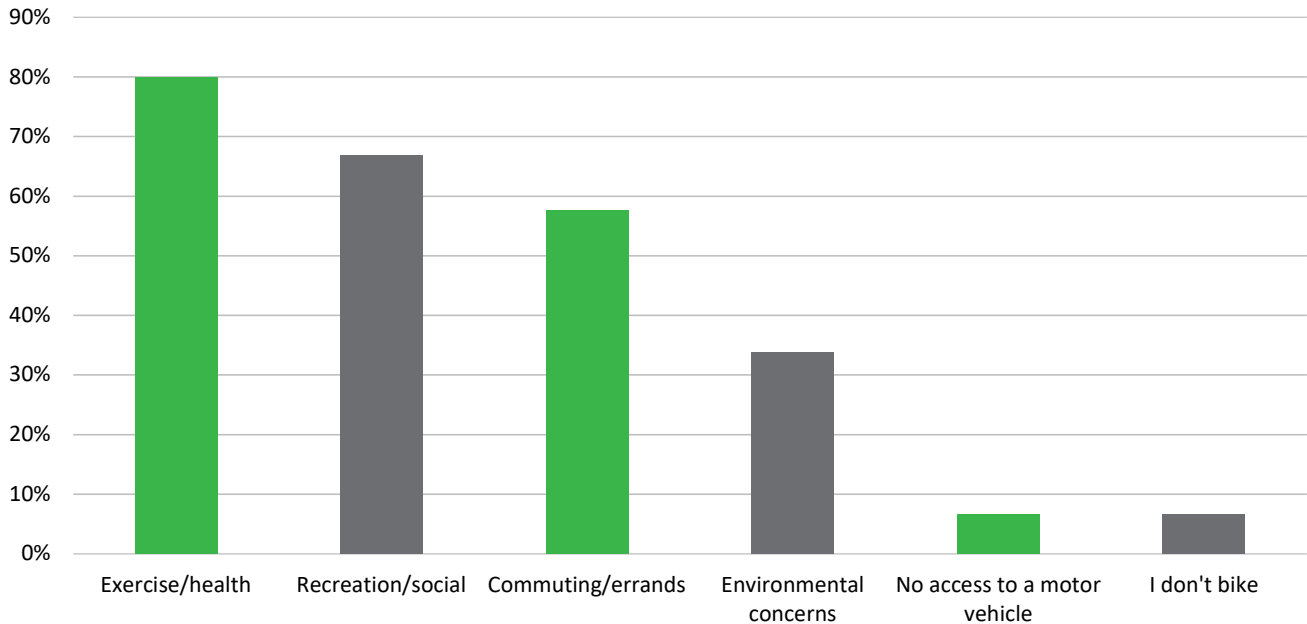
Though comments were posted throughout the entire City, there are certain locations that came up a significant number of times. Areas most frequently mentioned included:

- The 11th Street and 14th Street bike lanes
- The intersections of 9th/10th Street with Van Dorn Street and High Street
- The intersection of Vine Street and Antelope Valley Parkway
- The intersections of Cornhusker Highway with 1st Street and 14th Street
- The intersection of Cotner Boulevard and Vine Street
- The intersection of 56th Street and Highway 2

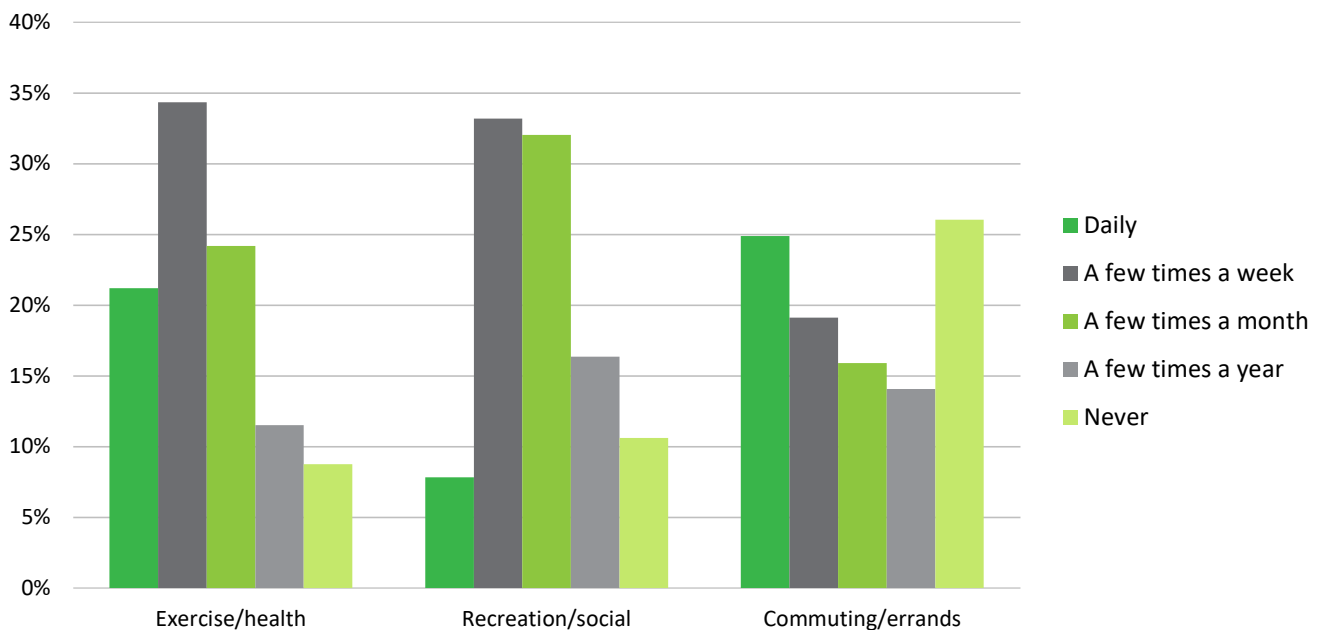
Lincoln Bike Plan Survey

For Phase 1 of the public outreach process, a survey was developed to gather input on the current conditions for biking in Lincoln and local attitudes towards biking. An online version was available through a link on the project website and hard copies were made available at public events. The survey was completed a total of 434 times. The following charts summarize the responses to each question.

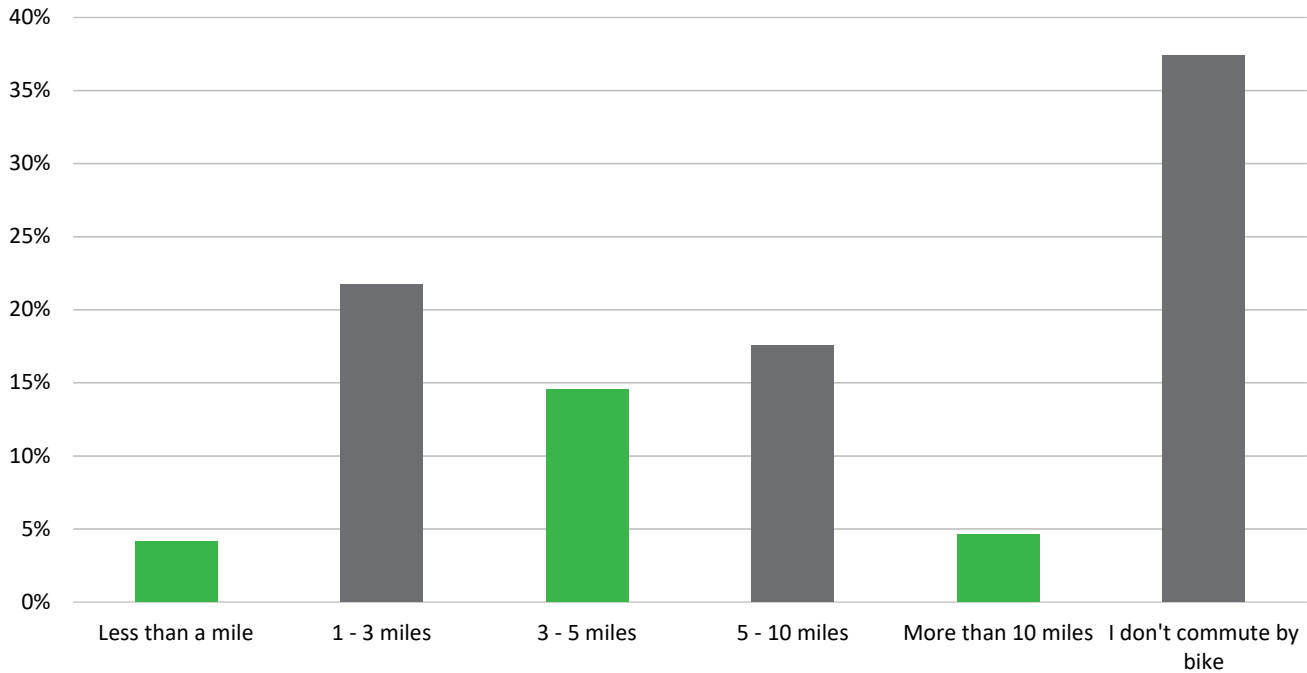
What are your primary reasons for biking (select all that apply)?



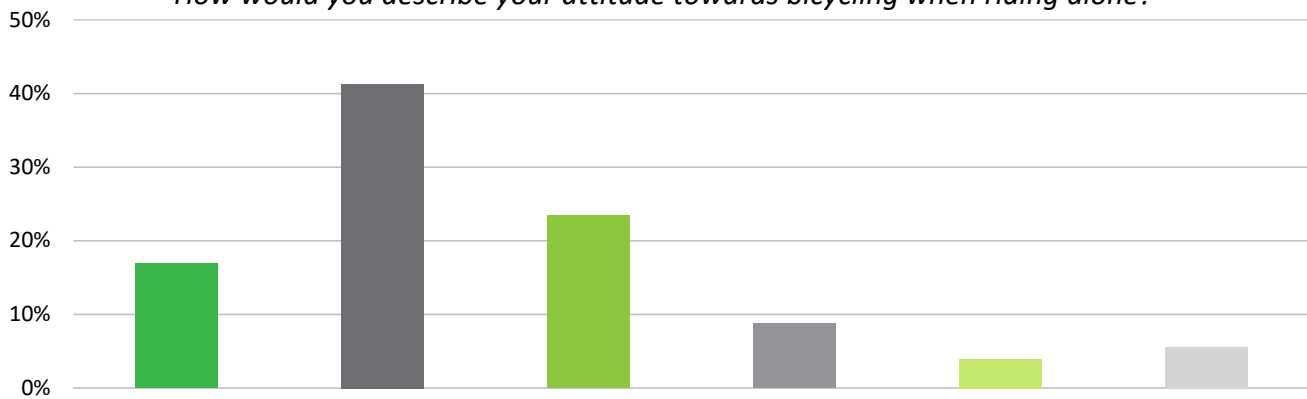
How often do you ride a bike for the following reasons?



If you commute to school or work by bike, how far is your commute (one-way)?

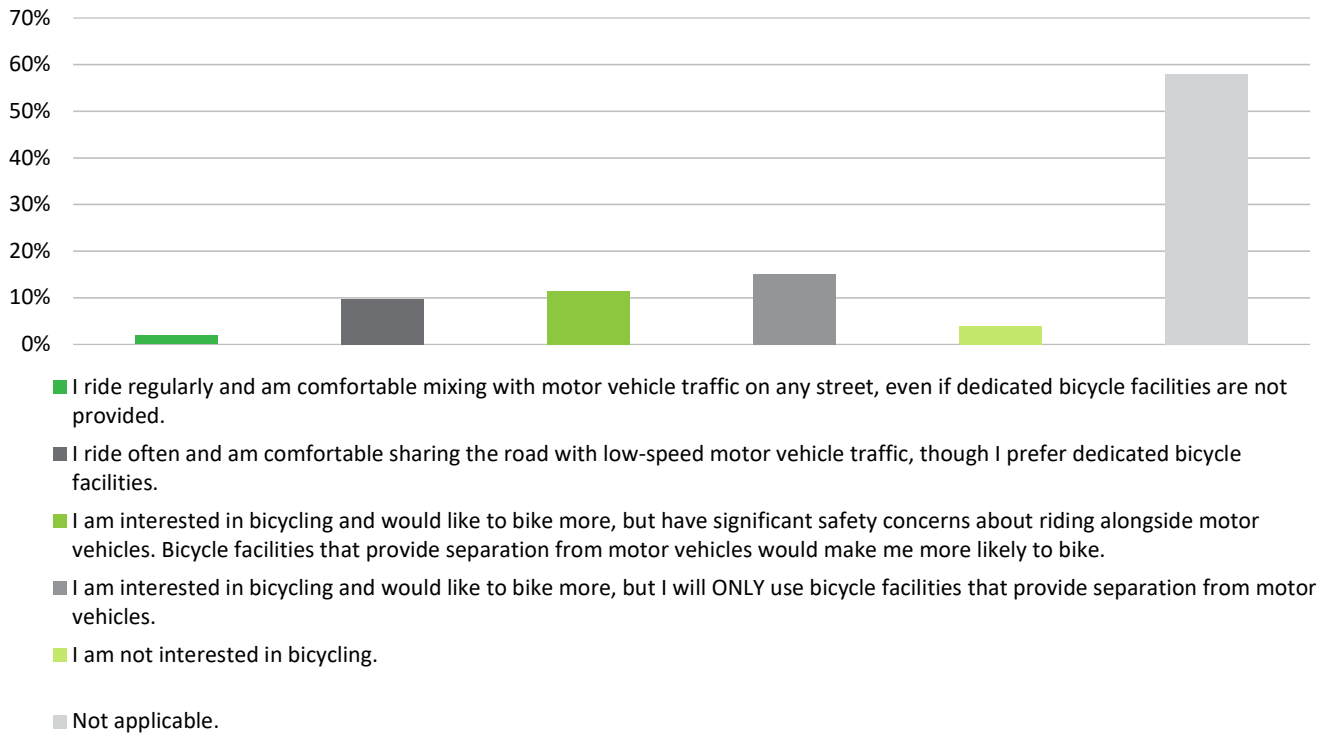


How would you describe your attitude towards bicycling when riding alone?

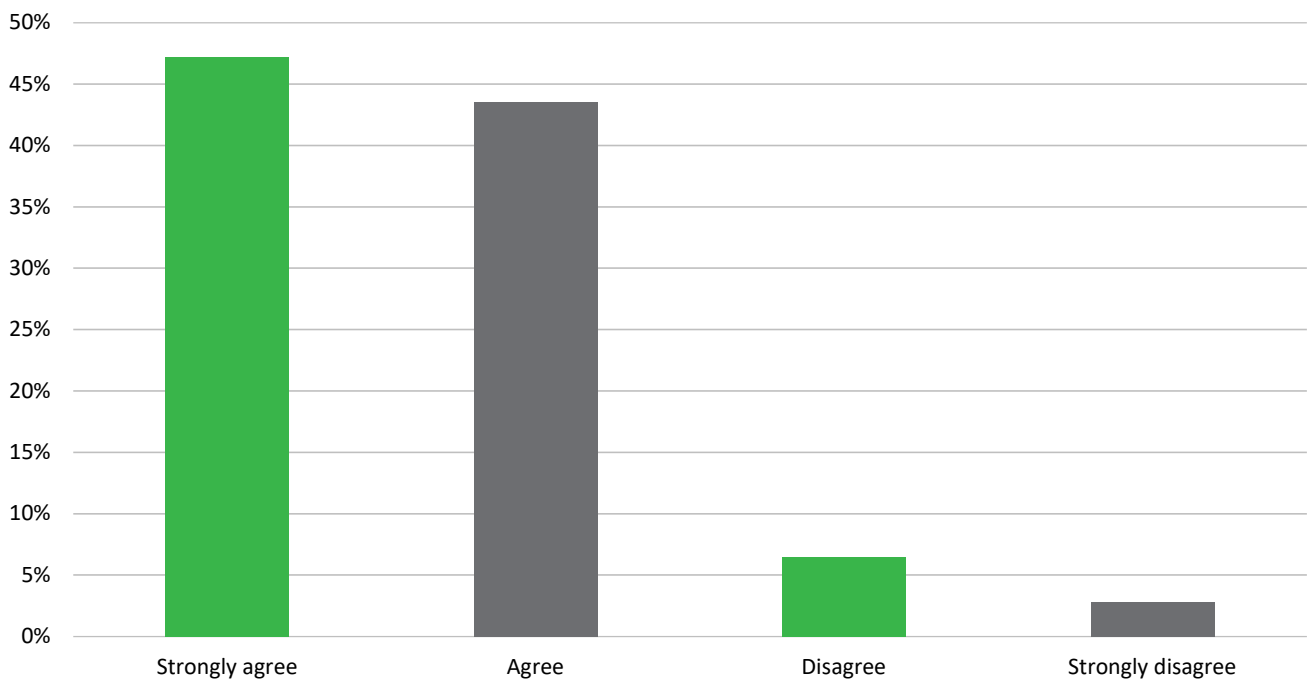


- I ride regularly and am comfortable mixing with motor vehicle traffic on any street, even if dedicated bicycle facilities are not provided.
- I ride often and am comfortable sharing the road with low-speed motor vehicle traffic, though I prefer dedicated bicycle facilities.
- I am interested in bicycling and would like to bike more, but have significant safety concerns about riding alongside motor vehicles. Bicycle facilities that provide separation from motor vehicles would make me more likely to bike.
- I am interested in bicycling and would like to bike more, but I will ONLY use bicycle facilities that provide separation from motor vehicles.
- I am not interested in bicycling.
- Not applicable

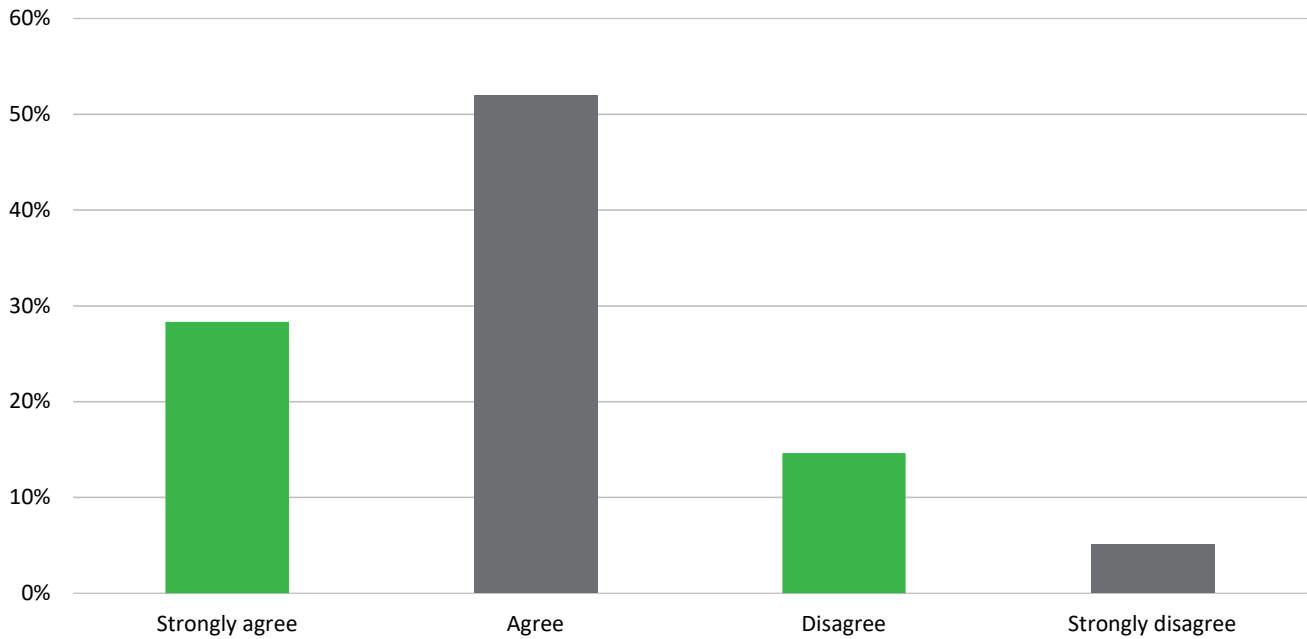
How would you describe your attitude towards bicycling when riding with your children (if applicable)?



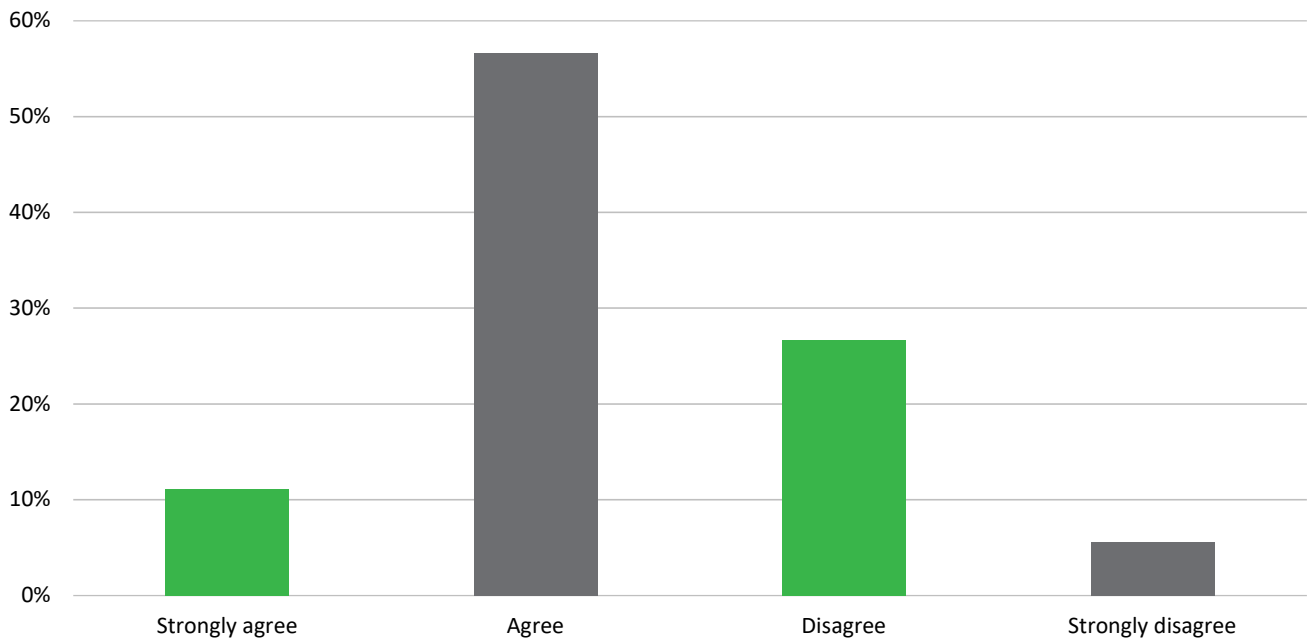
Do you agree with the statement, 'I would like to bike more than I currently do'?



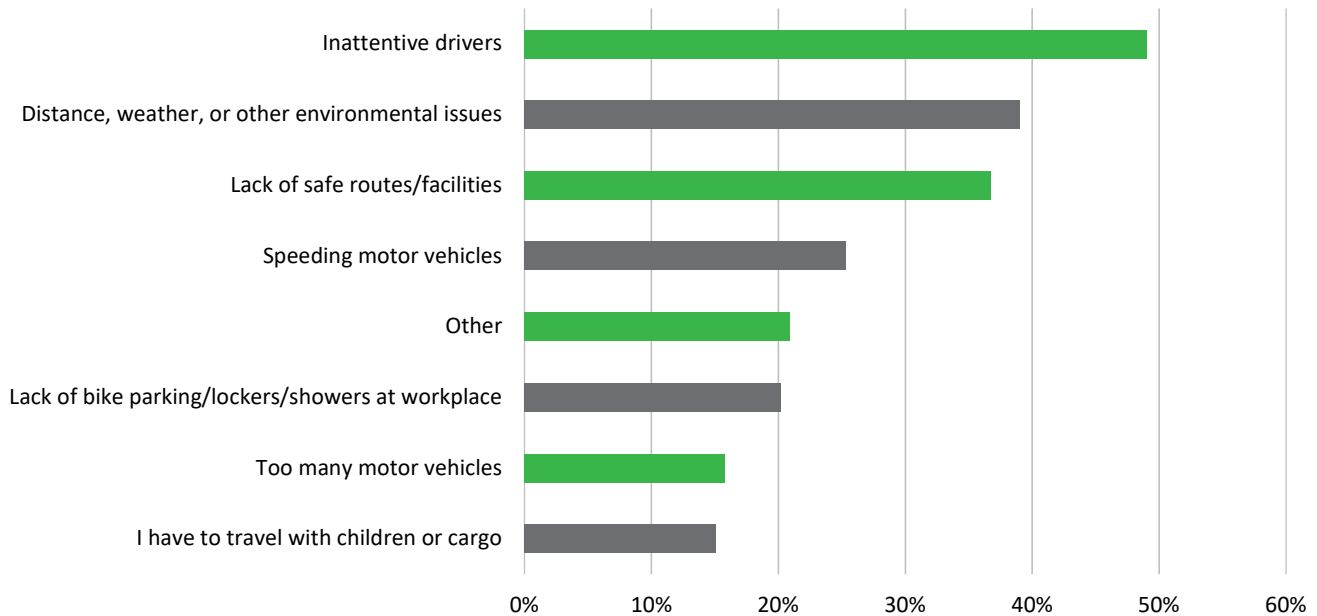
Do you agree with the statement, 'There are bike facilities (bike lanes, trails, bike routes) that are easy to access from where I live'?



Do you agree with the statement, 'It is easy to get where I want to go in Lincoln by bike'?

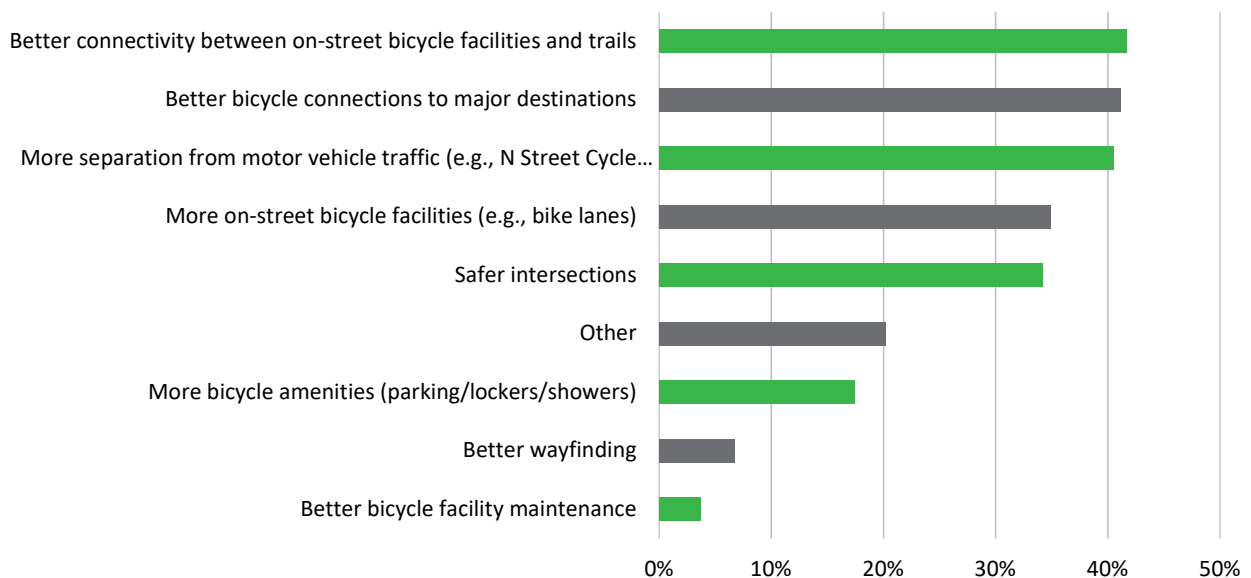


What currently prevents you from bicycling more in Lincoln (select up to 3)?



'Other' responses included concerns about bicycle theft, personal health reasons, and lack of time.

What improvements would make you more likely to bike in Lincoln (select up to 3)?

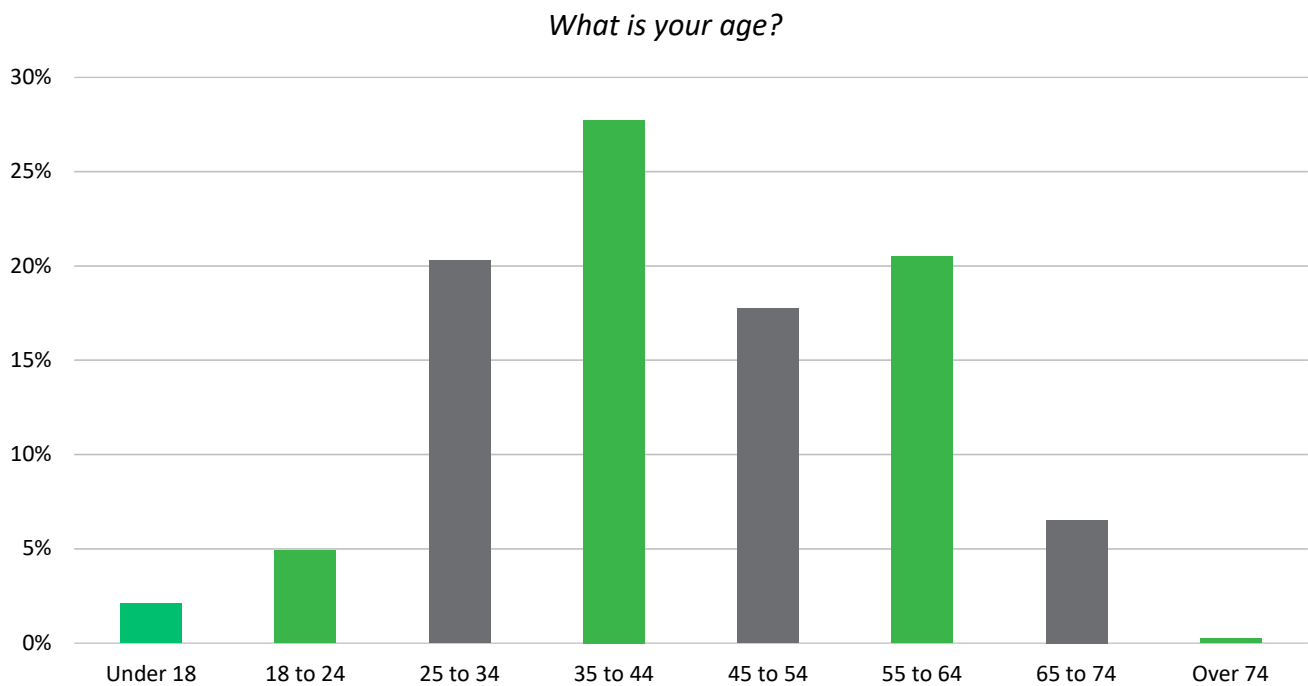


'Other' responses included more driver education, more bike racks, more signage alerting drivers to the presence of cyclists.

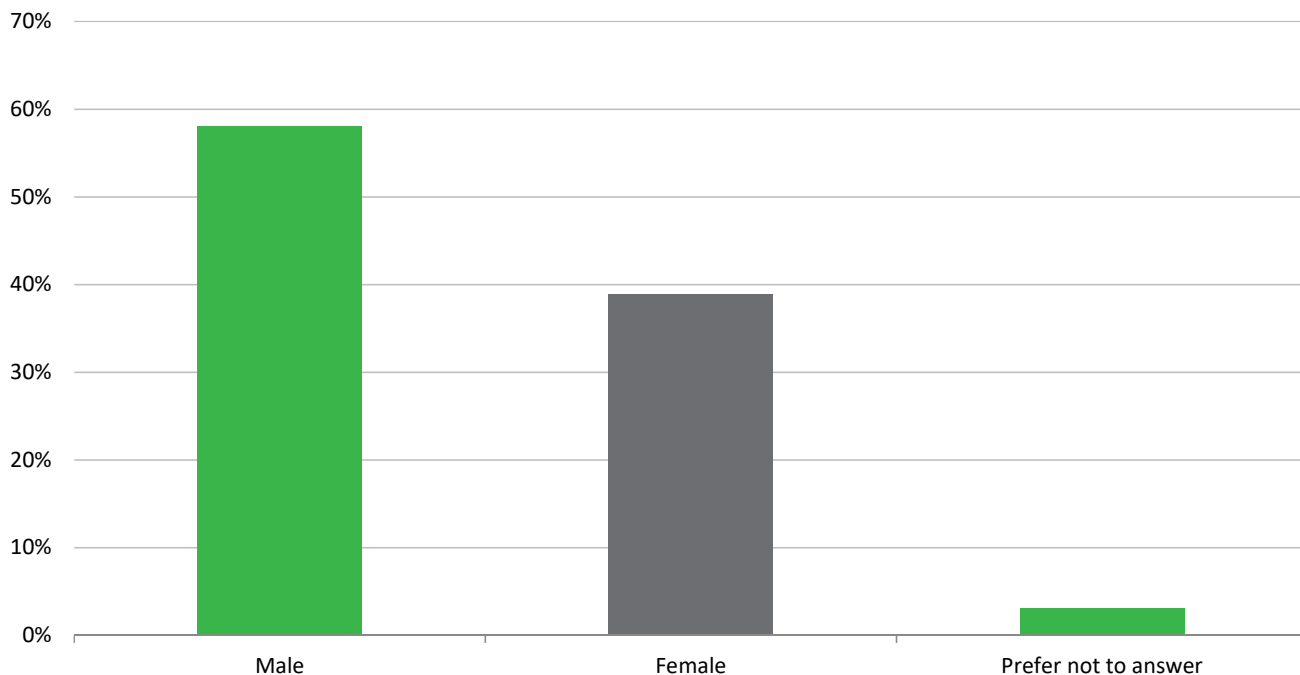
Demographics

A focus of the Lincoln Bike Plan outreach effort is to attain input from a broad cross-section of the community. Survey respondents were asked to provide demographic information, as summarized below. Survey respondents, public meeting participants, and commenters on the public commenting map were asked to provide their zip code to allow the team to assess the geographic distribution of public comments.

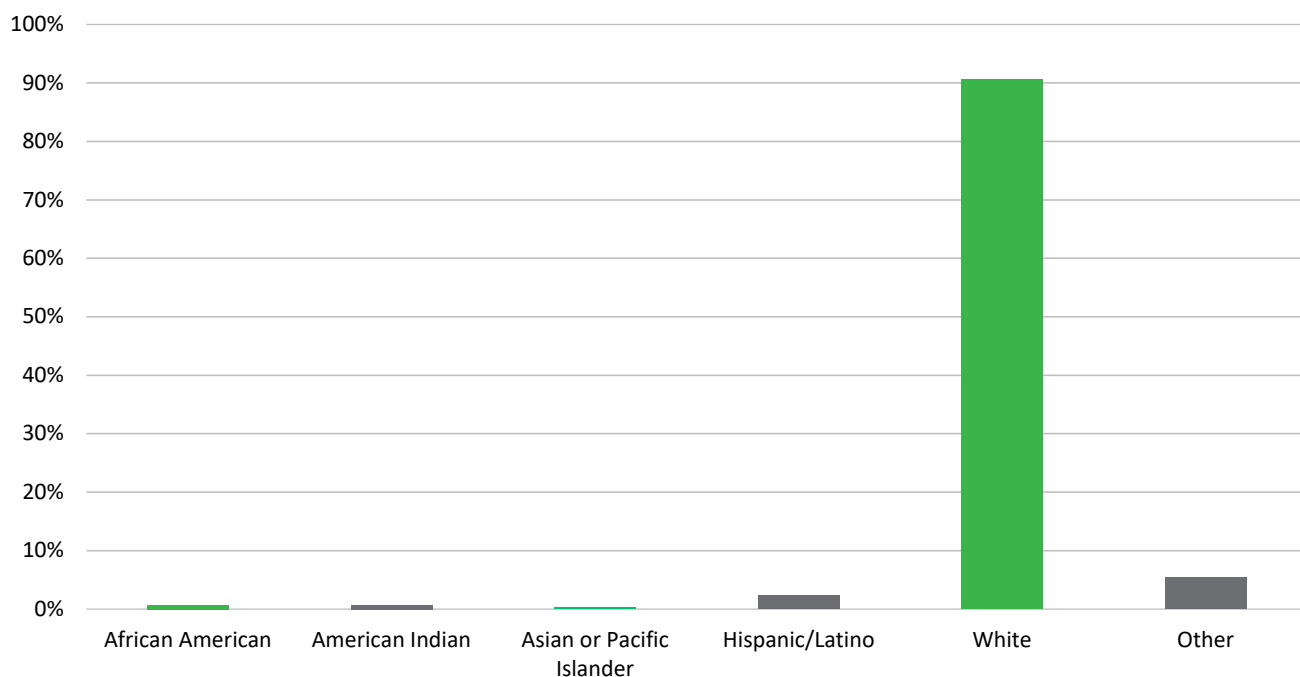
The charts below summarize the demographic makeup of the survey respondents. Portions of the community from which greater input should be gathered as the project moves forward are people younger than 25 and older than 64 (7.0% of survey respondents), women (38.9%), minorities (9.4%), and people with annual household incomes below \$50,000 (27.4%). The supplemental outreach in June and July 2018 resulted in greater involvement and input from these groups; continued focus on reaching these groups should be pursued in the second phase of outreach.



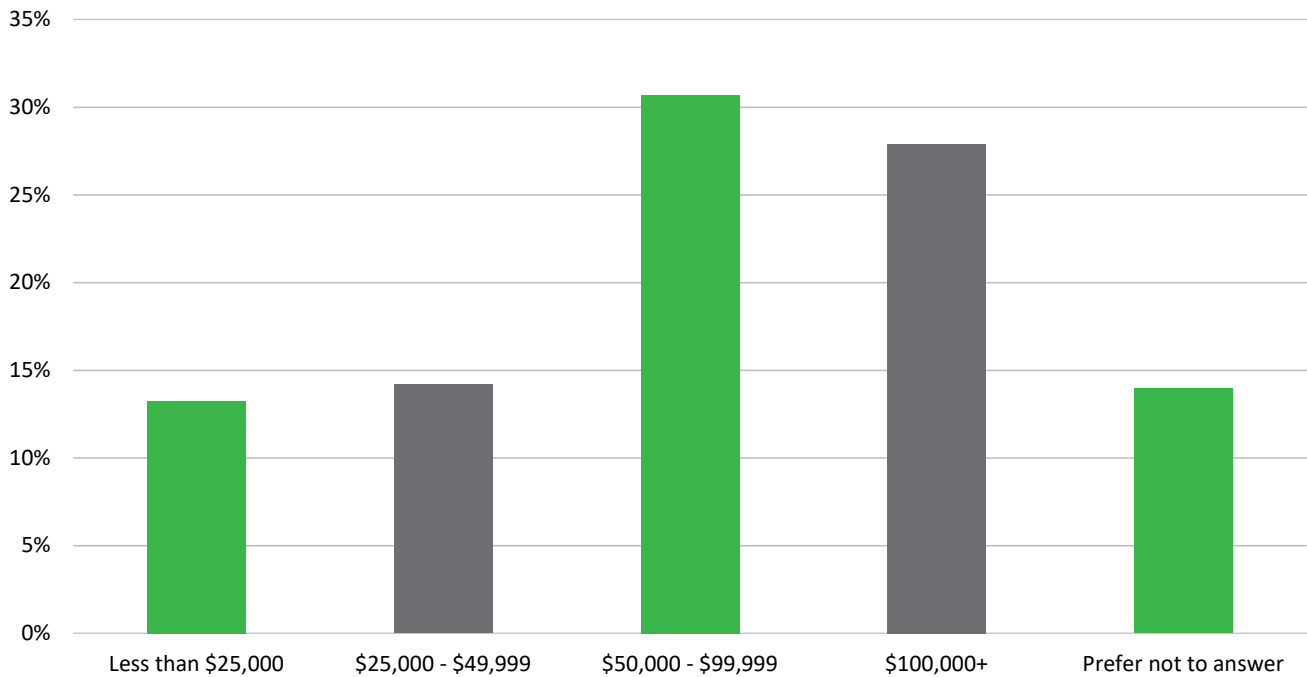
What is your gender?



What is your ethnicity?



What is your annual household income?



Geographic Distribution of Survey Respondents and Map Commenters

Common Themes

Public Input on Existing Bicycle Network

The public had several opportunities to provide their input on Lincoln’s existing bicycle network: large roll plot maps at the public meeting, general comment cards, an open-ended question on the survey, and the web-based commenting map. Most of the network-related feedback identified specific problem areas in the current network and locations where new or improved bicycle facilities are desired. Though the comments varied in their specific focus and covered locations throughout the City, several common themes and locations were evident.

11th Street Bike Lane – The jog in downtown Lincoln’s 11th Street bike lane between M Street and L Street was mentioned several times as being both dangerous and confusing for cyclists, as they must transition across motor vehicle traffic from the left side of the street to the right.

Downtown Access – Better bicycle access to downtown from other parts of the City, especially to the north and south, was a commonly identified need. Specific areas mentioned numerous times as needing a better connection were West A Street neighborhoods, the UNL East Campus, and neighborhoods north of Cornhusker Highway. A desire for connections south of downtown other than the existing 11th and 14th Street bike lanes was expressed as well.

Bike Routes to Bike Lanes – A common theme related to the on-street network as a whole was that many of the signed bike routes in Lincoln should be upgraded to dedicated bike facilities. Many commenters indicated that they do not believe signage alone provides any real benefit to cyclists.

Highway & Arterial Crossings – Concern about unsafe crossings, particularly where cyclists must cross highways and major arterials, was another common theme to arise from the public meeting input. Numerous people identified locations where crossings are difficult for cyclists; Cornhusker Highway, Capitol Parkway, and 9th Street/10th Street were mentioned most frequently.

Connectivity with Trail Network – Several commenters noted a lack of connections between on-street bike facilities and the trail network. Numerous instances of missing curb cuts where cyclists need to transition between on and off-street facilities were mentioned, as well as locations where trails do not extend all the way to nearby on-street facilities.

Trail Connectivity & Continuity – The most common trail-related comment theme was a desire for better connectivity between the many trails throughout Lincoln. Several locations where trail apparently dead-ends without a clear indication of where to continue were called out; providing a connection between N Street and the Jamaica North Trail west of downtown was specifically mentioned multiple times.

Enhanced Trail Crossings – Similar to the on-street network, street crossings were often mentioned as a significant concern related to the trail network. Mid-block trail crossings were of particular concern, with several people expressing a desire for more enhanced crossings such as the RRFB-equipped one where the Mopac Trail crosses 33rd Street.

General Public Input

Much of the input gathered from the public was general in nature rather than focused on a specific location in Lincoln. These general comments varied widely in intent and covered an array of topics related to biking, but a few focus areas came up most frequently.

Maintenance – Numerous people expressed concern about inadequate maintenance of existing bicycle facilities, both on and off-street. Poor pavement conditions, accumulation of debris on trails and in bike lanes, and flooded/muddy underpasses were all cited in multiple comments.

Inconsiderate Motorists – The conduct of motorists in Lincoln was mentioned frequently as a reason for people not biking as much as they would like to. According to commenters, motorists are often inconsiderate and rude to cyclists; a desire for better driver education regarding the rights of cyclists was commonly expressed.

Bicycle Detection – A common complaint among survey respondents was the inconvenience of having to push a pedestrian activation button at most signalized intersections with trail crossings to trigger a dedicated 'Walk' signal. These comments expressed a desire for bicycle detection or phasing that always includes a 'Walk' signal.

Phase 2 Public Input Summary

September 18, 2018

Introduction

Throughout the Lincoln Bike Plan development, a variety of community outreach events have been used to solicit input about community values, barriers, opportunities, and priorities related to the bike network and supporting programs. The Lincoln Bike Plan includes distinct phases of community outreach:

- *Phase 1* focused on gather information about the community's vision for biking in Lincoln and gaining a better understanding of community values and barriers to biking. It offered opportunities for the public to provide specific input on problem areas and missing connections and to share ideas about where improved facilities should go.
- *Phase 2* allowed for community input on a draft bike network, preliminary plan recommendations, and priorities for implementation.
- *Phase 3* will include opportunities for the community to review the draft Bike Plan and provide comments.

This document is a summary of the public input received through various mechanisms during Phase 2.

Project Website

A project website, www.lincolnbikeplan.com, serves as a convenient resource for members of the public looking to learn more about the plan, stay informed, and give their input. Information provided includes an overview of the project intent and schedule, relevant documents and maps, a series of FAQs, and contact information. Links to an online survey and a public commenting map are included as well.



Communication Strategies

Several approaches were used to inform the community about the Lincoln Bike Plan and to encourage them to provide their input through the project website and/or by attending the Phase 2 Public Meeting.

Email Distribution List

The City of Lincoln maintains an extensive list of email contacts (over 1,200 email addresses). The email contact list has been continually expanded as community members have provided their contact information through the bike planning process. Emails were sent to the distribution list on August 13th, 20th, 21st, and September 6th directing people to the public meeting and the project website.

Social Media

The City's social media platforms (Facebook, Twitter) are being used as a means for distributing information quickly to large audiences. The primary intents of the Phase 2 social media campaign were to promote the public meeting and direct people to provide input on the project website if they were unable to attend the public meeting.



Postcards

The project team created postcards that were distributed at various community events including the LES Sustainable Living Event, the Haymarket Farmer's Market, and at local coffee shops.



LincolnBikePlan

On-Street Bicycle Facilities Plan

We need your input to help make Lincoln more bike-friendly!

Public Meeting Opportunities:

- ⦿ Review and provide input on the draft Bike Network
- ⦿ Share your ideas about project phasing and implementation
- ⦿ Review preliminary education and outreach strategies

Join us at a public open house

Monday, August 20, 2018

4:00-6:00pm

Turbine Flats Gallery

2124 Y Street

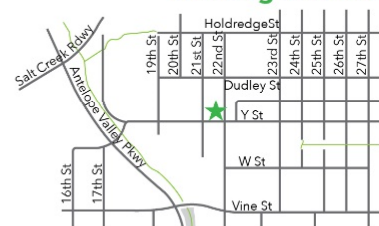
Lincoln, NE



www.LincolnBikePlan.com



meeting location



Questions?

If you have questions or need special accommodations at the public meeting, please contact:

Kellee Van Bruggen

402-441-6363

KVanBruggen@lincoln.ne.gov

Following the August public meeting, additional outreach was performed to reach a more diverse audience. Printed surveys and project flyers were distributed in late August 2018 to Matt Talbot Kitchen & Outreach, and all branches of Lincoln City Libraries. Additionally, flyers and surveys were provided to StarTran bus drivers to distribute.

Newspaper Articles

The Lincoln Journal Star published an [article](#) about the bike plan on August 25, 2018 and an [editorial](#) on August 29, 2018; both of which helped drive participation in the online survey and web-based commenting map.

Lincoln planners propose 120 miles of new bike routes, lanes

PETER SALTER Lincoln Journal Star Aug 25, 2018 Updated Sep 7, 2018 (11)

Editorial, 8/29: Lincoln bike plan presents sound ideas, few questions

Journal Star editorial board Aug 28, 2018 (4)

Public Events

Public Meeting

The second public meeting for the Lincoln Bike Plan was held on Monday, August 20, 2018 at the Turbine Flats Gallery. The meeting ran for 4:30 PM to 6:30 PM and was attended by approximately 45 members of the public. The primary goals of this meeting were to:

- Provide information about how the project team develop the draft Bike Network and initial plan recommendations
- Gather community input on the draft Bike Network and understand the community's priorities related to which projects and programs should be implemented first.





The meeting followed an open house-style format, with a series of boards set up around the room for visitors to review at their own pace. The boards included information about the project, Lincoln's Bike Plan vision and goals, the benefits of investing in bikes, and the methodology and results for the Level of Traffic Stress and bike demand analyses. Several boards pertaining to the draft Bike Network included information about bicycle facilities types, and the process used to develop the draft network. There was also information provided about Lincoln's current bicycle-related programs, and the

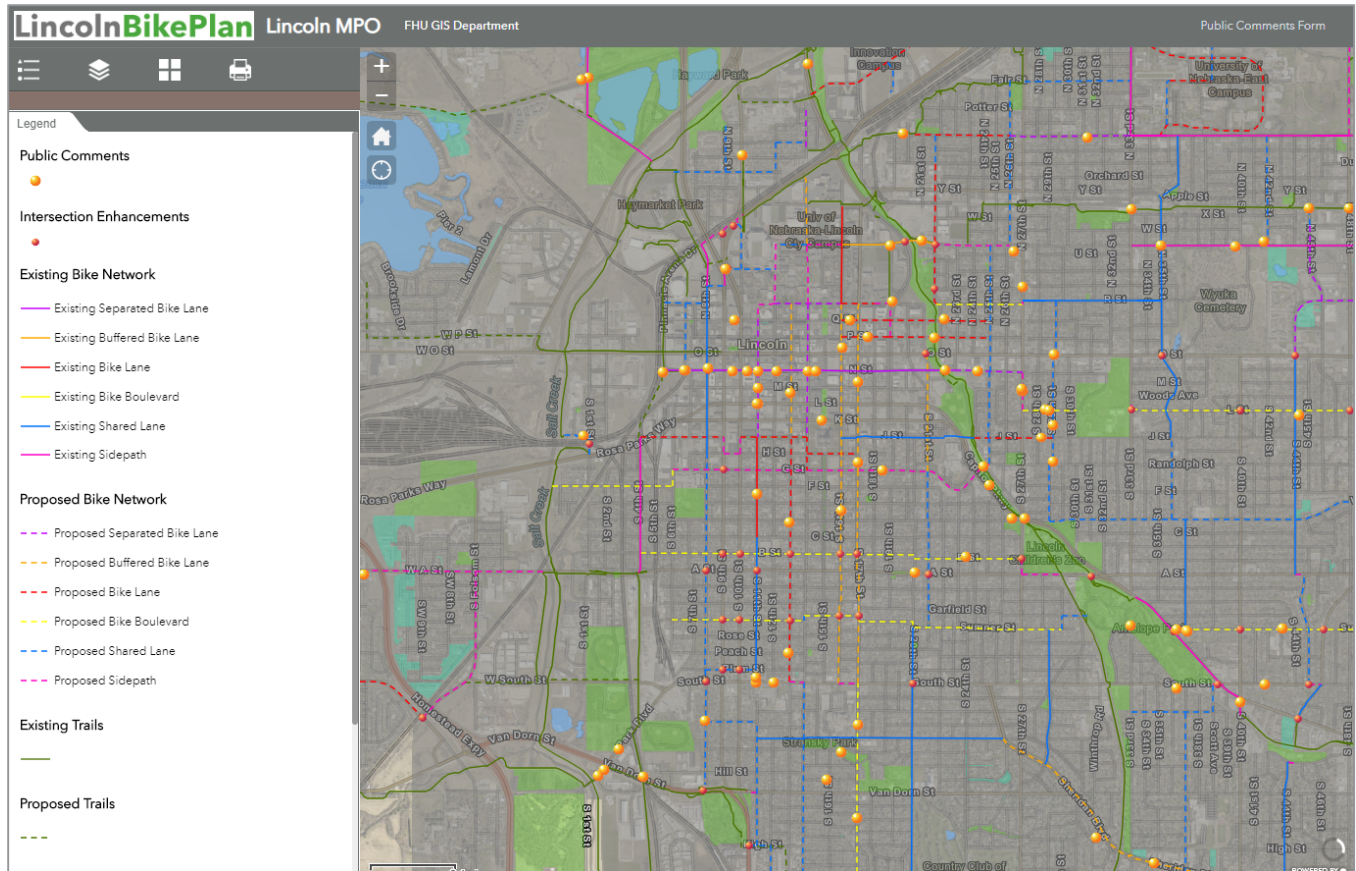
community members were asked to identify programmatic ideas related to education, enforcement, and encouragement that they feel are most important to creating a bicycle-friendly culture in Lincoln.

Large roll plot maps depicting the draft Bike Network were available for the public to easily review and provide comments. General comment cards and copies of the project survey were made available as well. Throughout the meeting, FHU and Lincoln staff were available to assist with the interactive features and answer any questions.

Online Engagement

Public Commenting Map

The project website provides access to a public commenting map, allowing visitors to review the draft Bike Network and provide location-specific input. Map layers including trails and parks can be toggled on and off to see how the on-street network currently ties in with these other features. Once submitted, all comments are visible to everyone. The public comment map was available for approximately three weeks from August 20th through mid-September 2018. During that time, 187 location-specific comments were posted, many with suggestions for refinements to the Bike Network.

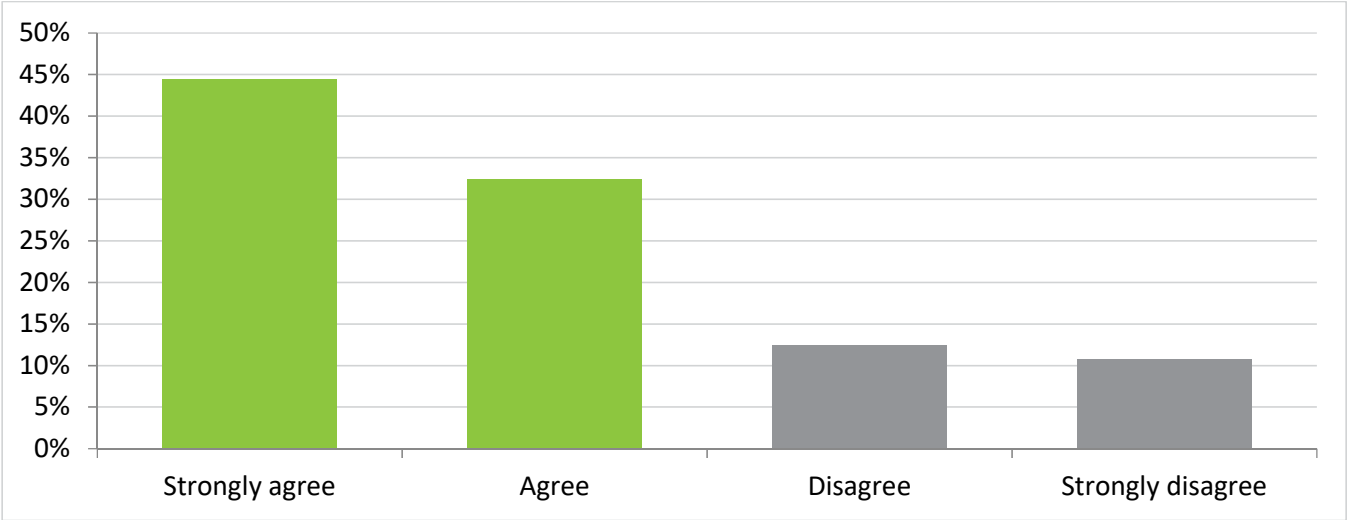


Comments from the web-map are being used by the project team to refine the Bike Network.

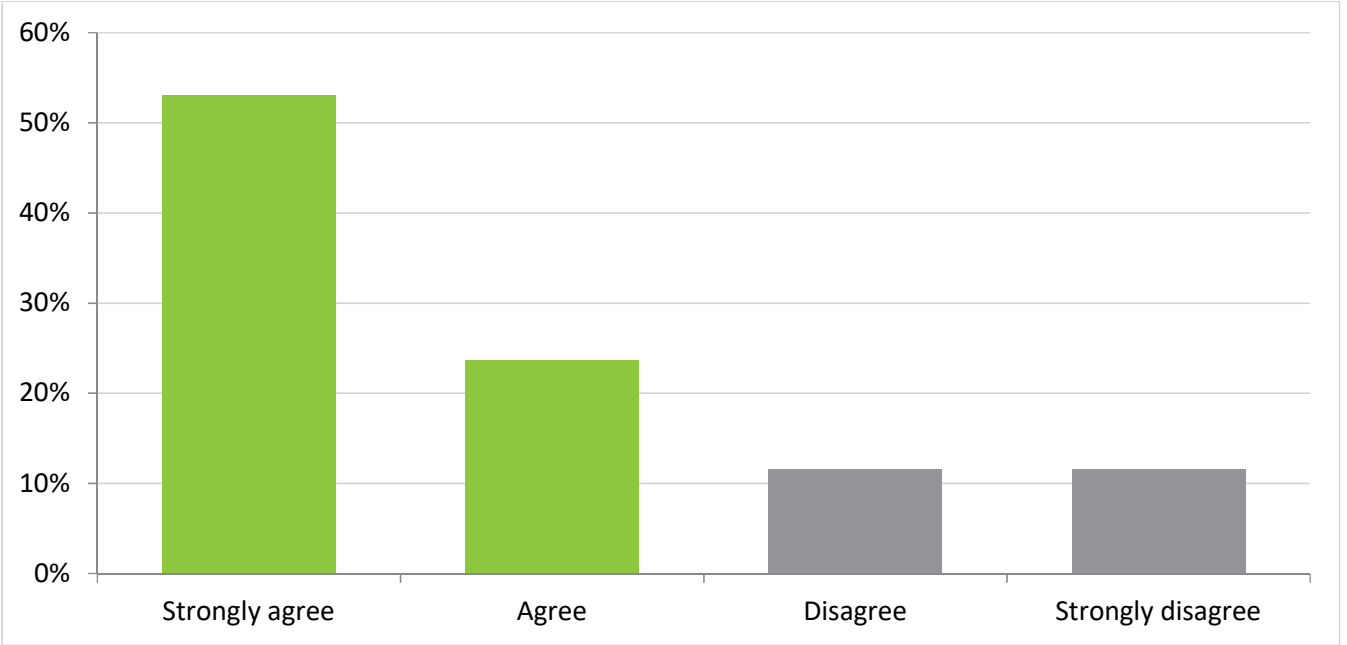
Lincoln Bike Plan Survey

For Phase 2 of the public outreach process, a survey was developed to gather input on the perceived efficacy of the draft Bike Network and to understand the community's priorities and values related to implementing on-street bike projects and bicycle-related education and enforcement programs. An online version was available through a link on the project website and hard copies were made available at public events. The survey was completed a total of 241 times. The following charts summarize the responses to each question.

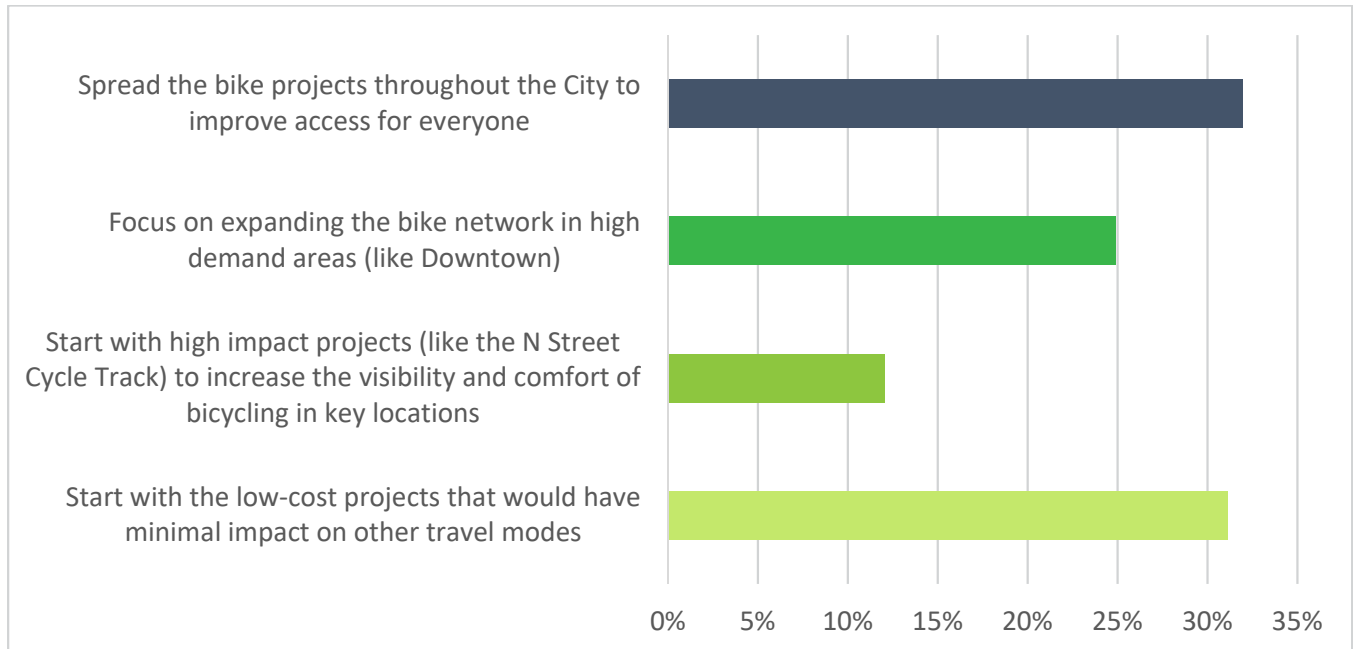
I believe the proposed Bike Network would encourage more people to bike for transportation and/or recreation in Lincoln.



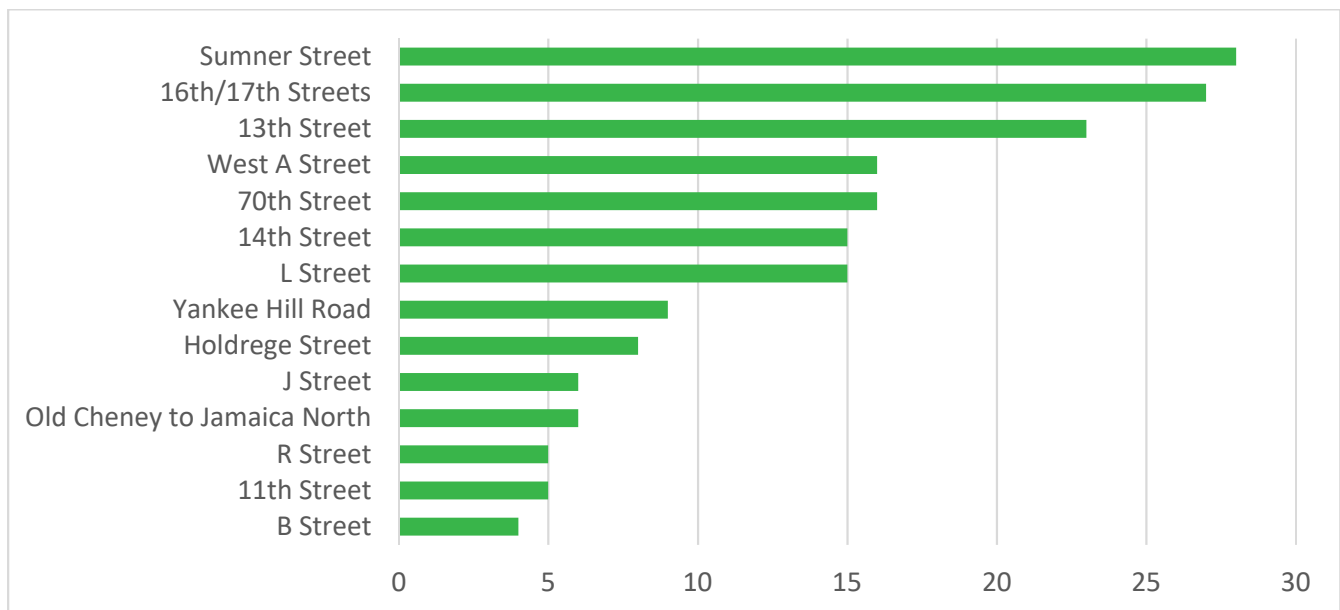
I believe the proposed Bike Network would contribute to the overall quality of life in Lincoln.



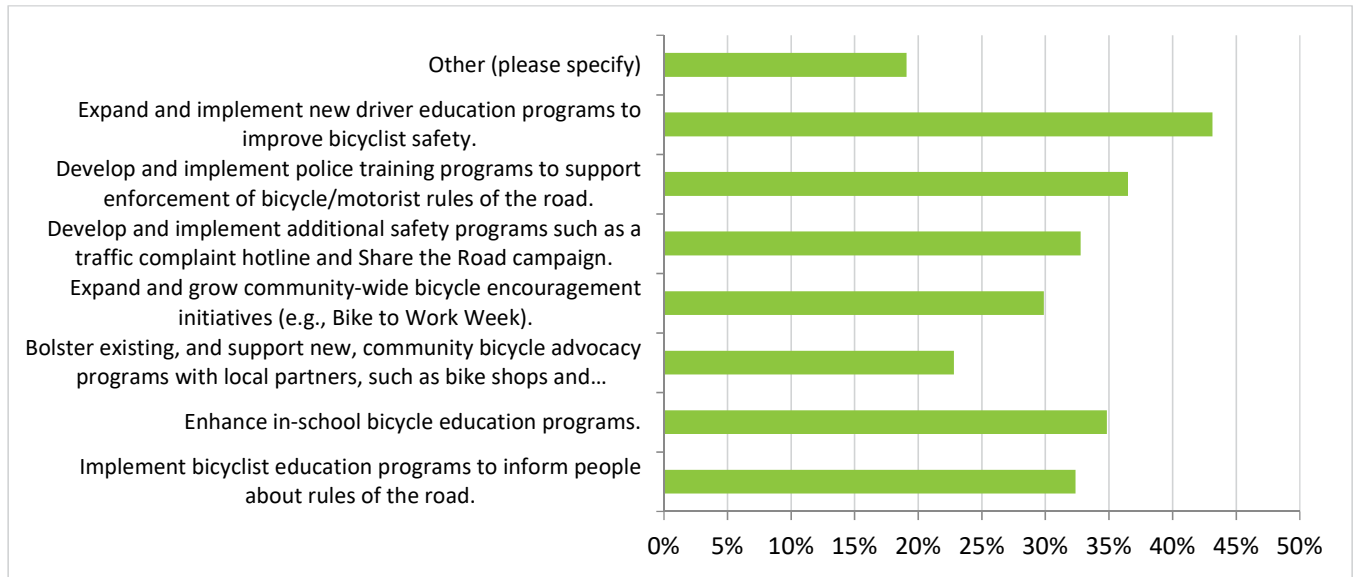
The proposed Bike Network will need to be built over time as funding becomes available. Which approach to building the Bike Network do you think is most appropriate for Lincoln? (Chart based on #1 choice selected)



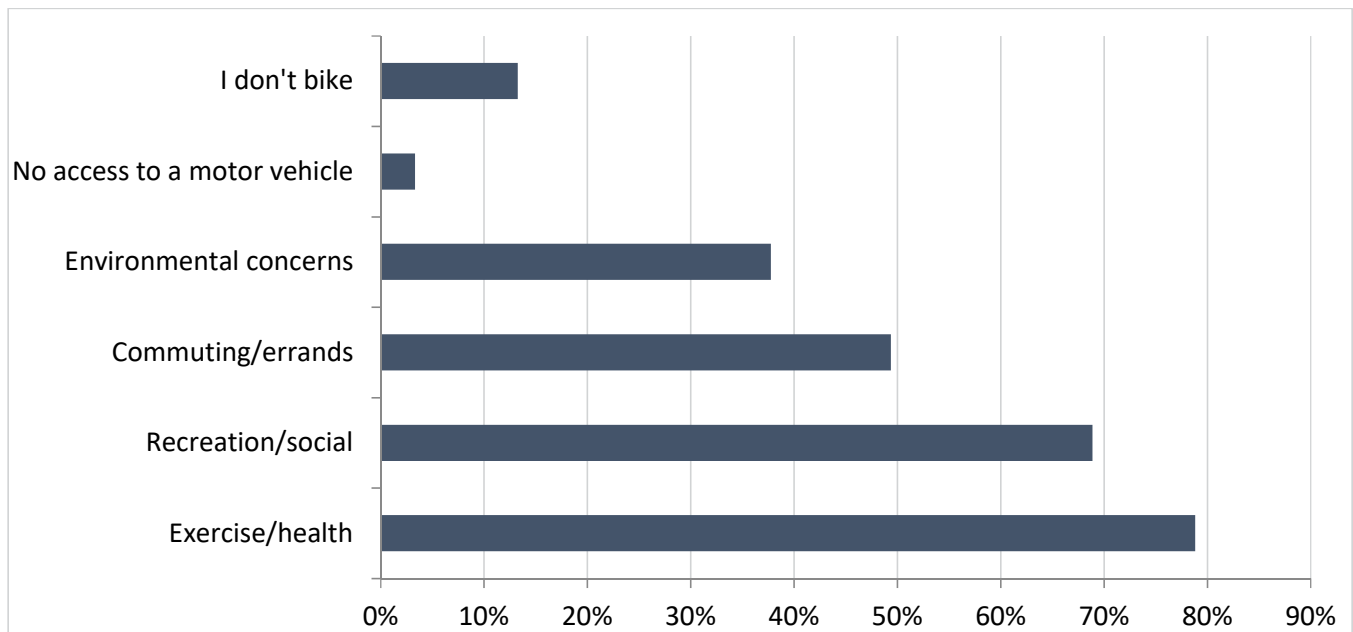
Which bike routes do you think should be built first?



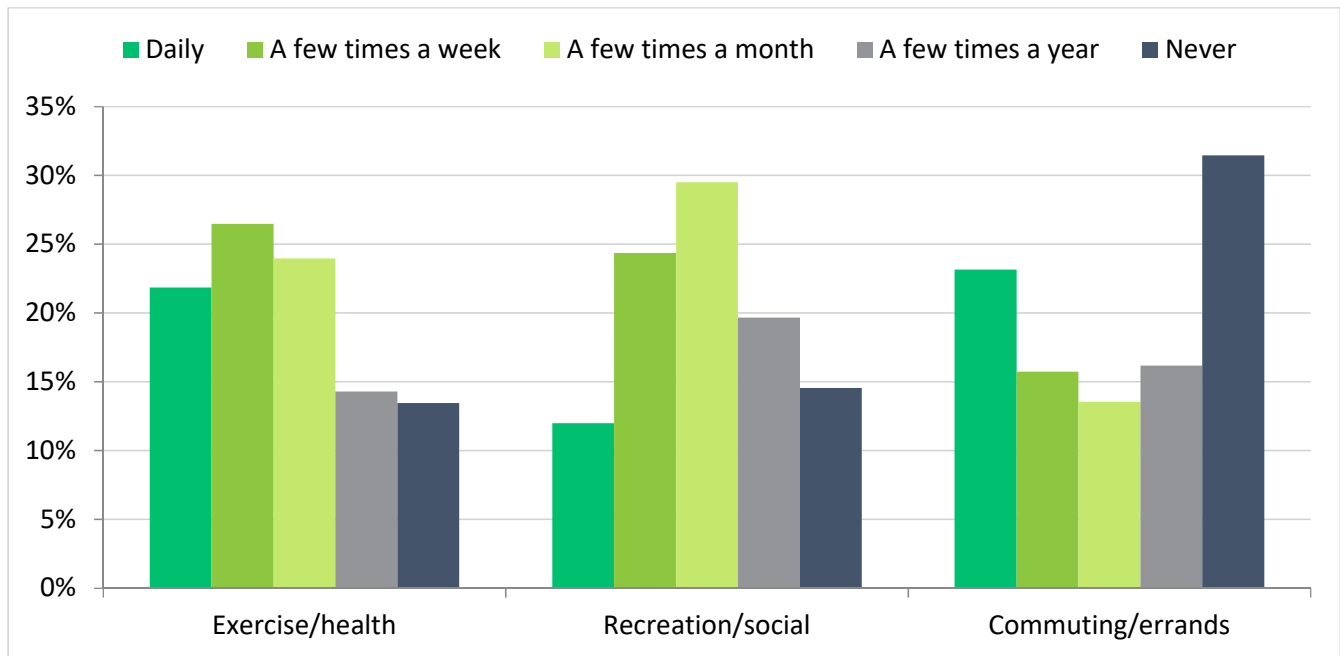
Which programs do you think should be the top priorities for Lincoln to improve the bicycle culture?



What are your primary reasons for bicycling?



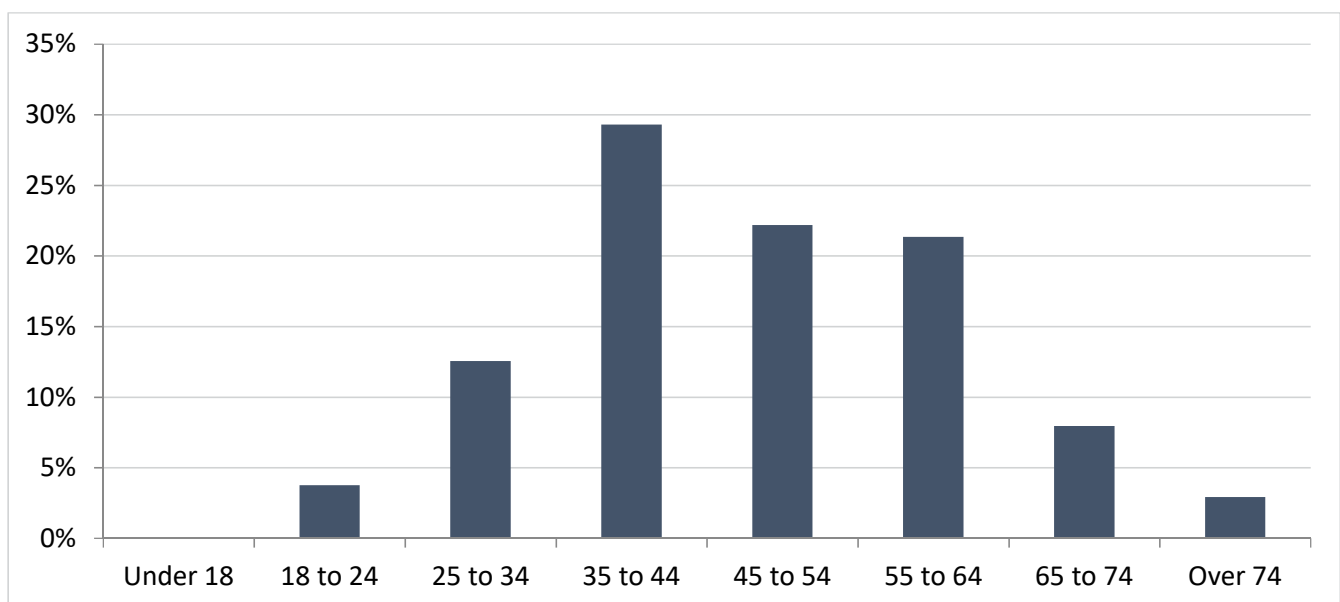
How often to you bicycle for the following reasons?



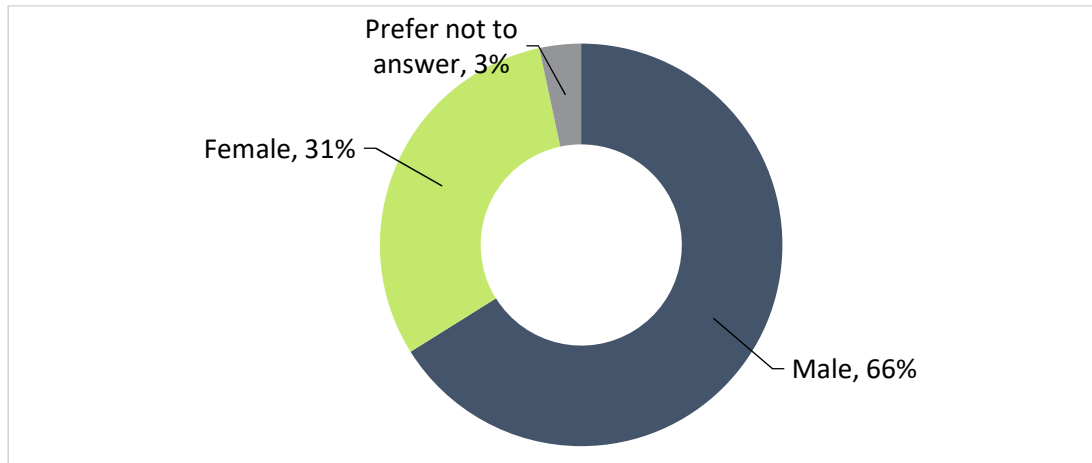
Demographics

A focus of the Lincoln Bike Plan outreach effort is to attain input from a broad cross-section of the community. Survey respondents were asked to provide demographic information, as summarized below. Survey respondents, public meeting participants, and commenters on the public commenting map were asked to provide their zip code to allow the team to assess the geographic distribution of public comments. The charts below summarize the demographic makeup of the survey respondents.

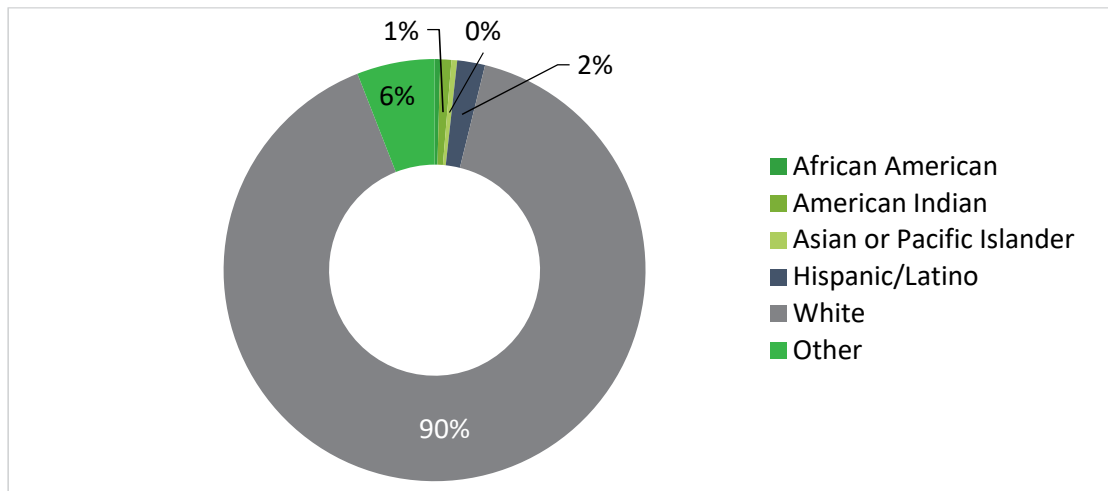
What is your age?



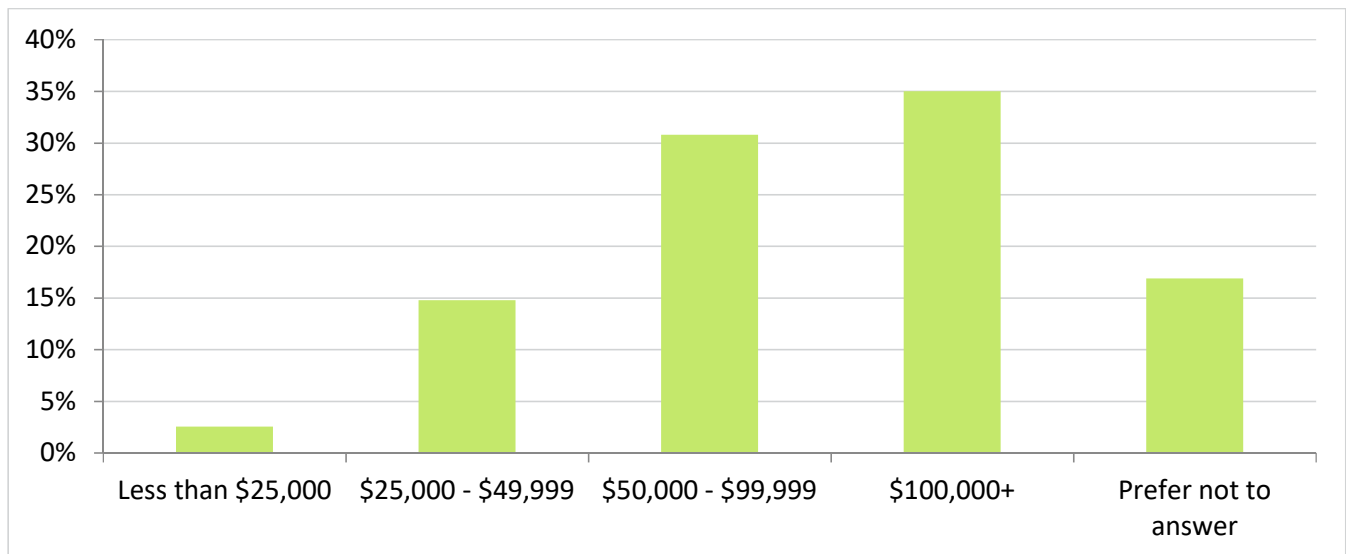
What is your gender?



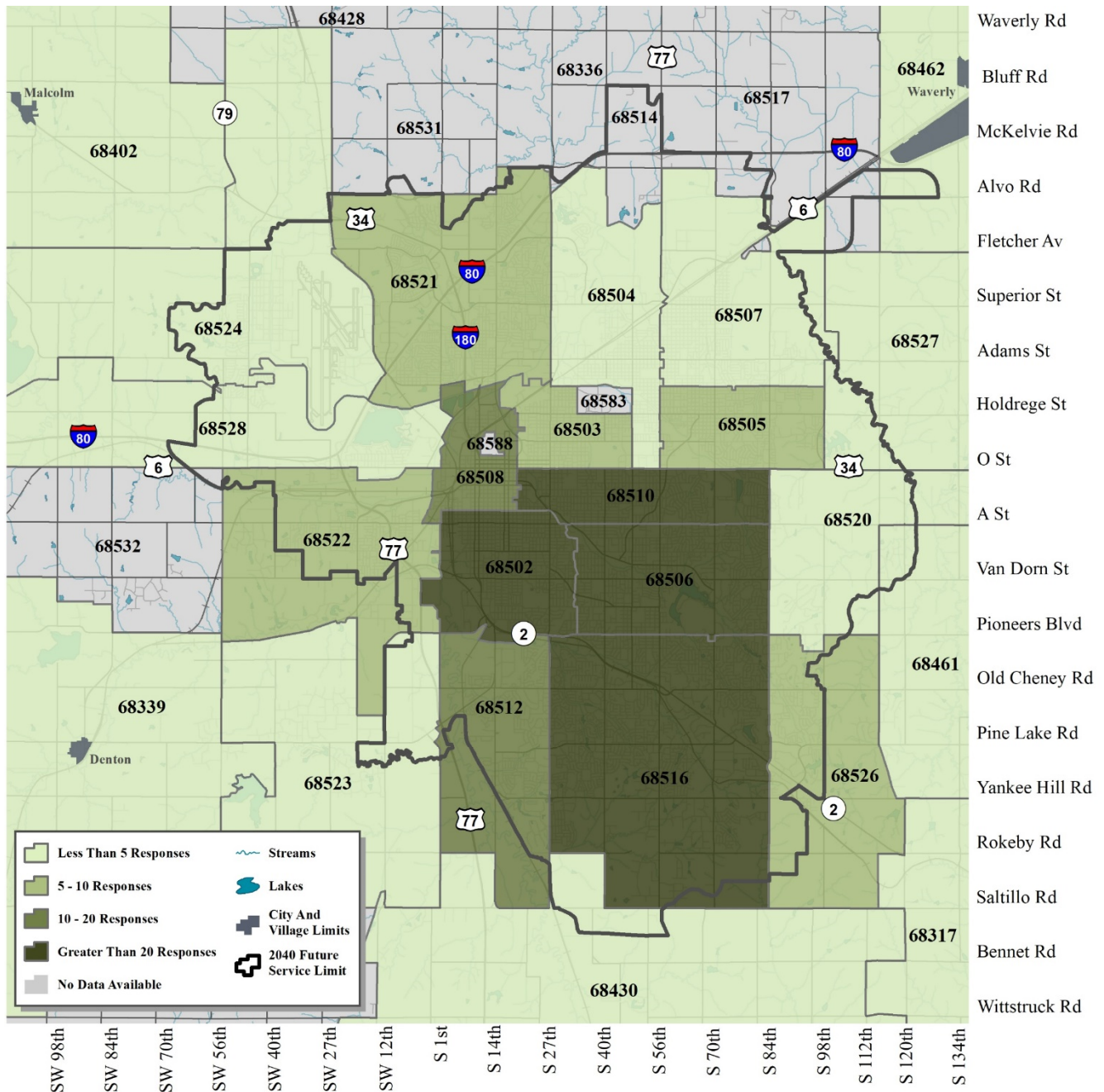
What is your ethnicity?



What is your annual household income?



Geographic Distribution of Survey Respondents



Public Comments

Source	Comment
PBAC Comment	Consider an additional E-W Connection between downtown and the Haymarket (Q/P)
PBAC Comment	Pioneers connection from Jamaica North to connect east of Hwy 2 (shoulders?)
PBAC Comment	Connect 14th sidepath to Superior
PBAC Comment	Connect 27th sidepath to Superior
PBAC Comment	Priority - airport connection
PBAC Comment	Priority - downtown
PBAC Comment	Priority - 14th connector (north of Salt Creek)
PBAC Comment	Add bike facility on Cotner south of R Street?
PBAC Comment	No existing bike boulevard near Taylor Park (change to proposed)
PBAC Comment	sidepath on NW 13th south of Fletcher is shown as existing, should be proposed (NOTE: confirmed on Google Earth - this sidepath exists)
PBAC Comment	Fill in gap north of NET to Fair (Add trail connection)
PBAC Comment	Add schools to map
Email	I think we have enough bike paths. We have had too many bike accidents and deaths because of these paths. What you need is no biking on two lane car roads.
Email	When in Colorado by the libraries we found a station for bikes with various tools as well as a hand pump for tires. I will enclose a picture of it. I really thought this to be a good idea by libraries.
Email	Just spoke to Kellee and sent her this pic of a bridge that the Arena JPA owns as part of the PBA project. I always thought it would be a great connector from Capital Beach to the downtown given that the old Burlington ROW is not in use. The issue would be getting over the Union Pacific active tracks and that could be accomplished when the Sun Valley Blvd bridge is redone as part of that connection that the state wanted to do (I am assuming that the ultimate US 6 reroute is still in their plan – albeit 10 years away). If the Sun Valley bridge does get redone (it presently has no pedestrian access to it) then it seems like at that point you could connect into that bridge and get people over the UP line and across Sun Valley traffic fairly easily.
Email	I have enjoyed that last 2 weeks biking in the major cities surrounding the Baltic Sea. Stockholm, Tallinn, Alborg, Copenhagen, Bergen all have great biking vibes – drivers get it that bikers belong.
Email	First – all efforts seem to really focus on the downtown area. Meanwhile the rest of us continue to get fatter due to fear of biking on streets where Lincolniters feel entitled to drive over us.
Email	The bike path area given to the City in the platted 70 th & Yankee Hill subdivision going South to Saltillo along 70 th is not shown, nor is any extensions from that intersection going SE to new By-Pass shown, nor is the bike path discussed years ago long side the new Belt way shown.
Email	Overall I like the new plan. I really think that showing lanes on pavement – sharing driving space – is more effective and cheapest way to get Lincolniters up to date on sharing the road with bikers.
	If we want a healthier community lets promote this as great for our personal health and not just for bikers.
Email	The pdf referenced under Bike Facts, It's a great investment link on the home page has several very misleading statements. It should be removed from the website. Under Economy, the PREI report references mostly temporary jobs related to construction not permanent jobs. It is misleading and should be eliminated or changed. Under Economy, the PSU report conclusion is based on trip frequency not the transportation mode. So if you go by something frequently you are more likely to stop, DUH! Misleading! Under Mobility, the City of Portland report conclusion is based on a 1999 European report on European cities. These cities are not comparable to Lincoln in any way, especially when it comes to street size and population density. It is very misleading. Please remove this pdf from the site it is misleading and not helpful to the cause.
Survey #2, Q1	Lincoln's climate is not conducive to bicycling year round, but perhaps we have some Eskimos who will ride in snow.
Survey #2, Q1	Too much crime on bike paths, instead of spending more money to expand the trails, make them safer
Survey #2, Q1	We need to make sure automobile drivers are taught and aware of pedestrians and cyclists throughout the city.
Survey #2, Q1	Get a more direct trail from NE Lincoln to SW Lincoln and you would probably see a surge in trail user numbers.
Survey #2, Q1	The fewer barriers, the more users.

Survey #2, Q1	Living near 14th and Old Cheney there aren't any good paths North that don't require me to go at least an extra 1/2-1 mile to the East or West
Survey #2, Q1	The easier and safer folks can get around means they will come.
Survey #2, Q1	the more biking areas the better
Survey #2, Q1	However the multiple lanes downtown or leading to downtown in close proximity to one another don't make any sense. More is not always better.
Survey #2, Q1	I bike to work regularly, weather permitting. The only reason I got into biking was because my commute was so biker friendly. If this becomes true for more people, I believe more people will take advantage of the opportunity.
Survey #2, Q1	It appears to be linking networks, which would help. The 14th st north of antelope seems especially useful for student and downtown commuter traffic
Survey #2, Q1	I love that this opens 13th Street to downtown from the south.
Survey #2, Q1	As a daily commuter, I already use on-street bike routes more frequently than off-street trails. The proposed additions will be helpful, but there is a lack of north-south bike boulevards in east and central Lincoln
Survey #2, Q1	The more trails are connected, the more people will use them
Survey #2, Q1	Creating this infrastructure will only help the city and encourage more bikers! Its super important.
Survey #2, Q1	Very important that trails take the lead for safety and streets to be the connectors. Of course streets need to primary when trails cannot provide a reasonable path when commuting.
Survey #2, Q1	As we all the know the n st bike path has been a complete failure. Bicyclists still use the sidewalk putting pedestrians at risk.
Survey #2, Q1	Most people want to insure that they will not encounter motor vehicles.
Survey #2, Q1	I generally agree, but more protected facilities need to be built to truly move the needle the way we want it to move.
Survey #2, Q1	It would only marginally increase bicycle traffic. Because of distances, weather, and other factors, most traffic, especially commuters will use motorized vehicles.
Survey #2, Q1	Just adding trails doesn't equate to more users.
Survey #2, Q1	Riders need a network that feels safe.
Survey #2, Q1	The proposed network closes many gaps that currently exist between bike lanes & trails!
Survey #2, Q1	It would make Lincoln more bike friendly, so people might be more inclined to bike, to get where they're going. You see similar plans in larger cities... it's really a good thing.
Survey #2, Q1	I know many that do not feel comfortable on streets and/or crossing busy streets / intersections on their bikes. This plan helps with many of the "problem" intersections and the introduction of bike boulevards would be huge as far as turning streets into bike-first routes.
Survey #2, Q1	The core for encouraging bikes in Lincoln will always be the off-street trails. However, separate bike lanes that increase safety and connect to the trails will help commuters and encourage families.
Survey #2, Q1	This is logical and feasible. Love it!
Survey #2, Q1	Some of the plans involve a dangerous mix of buses and bikes intermixed. Bike lanes without buses are safer. I would not ride and would not approve of unsafe bus and bike designs.
Survey #2, Q1	I just started Bicycling to work and after talking with coworkers they have also started bicycling to work. However we all have concerns about safety riding in the streets that aren't clearly marked and it hinders some of us from riding, especially when our loved ones ask us nOt too. Some of the streets are dangerous due to negligent drivers.
Survey #2, Q1	We have too many winter weather months when bikes on the streets are an additional hazard. I know the push is for bike commuters but in reality, recreational uses should be given much greater weight.
Survey #2, Q1	Certainly a good bike network is important, but not likely to change the travel patterns of very many citizens. Biking is either important to you or it is not. An improved network will not change the answer for very many people.
Survey #2, Q1	Shared and buffered lanes are scary. I like separate lanes or trails. Use cheap surface like crushed gravel. Paved are expensive to build and repair.
Survey #2, Q1	Agree on recreation, disagree on transportation side. Weather is a strong deterrent.
Survey #2, Q1	For recreation primarily. Considerable expense to tax payers with all the other trails our tax dollars have provided in and around Lincoln

Survey #2, Q1	I live in South Lincoln and Pine Lake should be a route and a connection to the Jamaica North trail would make riding more attractive to cyclists.
Survey #2, Q1	I think the key could use add'l info on what is meant by the various terms, ie. bike boulevard, side path as opposed to park/rec trails etc.
Survey #2, Q1	I don't think more people will ride just because the lane is there.
Survey #2, Q1	This is like asking if someone thinks streets are a good idea to move traffic - of course. The questions need to address the specifics.
Survey #2, Q1	the climate of Lincoln is not conducive to the use of these year around.
Survey #2, Q1	People who want to ride will find a way to do so
Survey #2, Q1	Yes - this should be one of our city's top priorities. I strongly believe this is the best way to improve quality of life in Lincoln
Survey #2, Q1	The network is part of a bigger movement for better lights (no resting red), motorist education, Idaho stop.
Survey #2, Q1	The N Street cycle track was a huge waste of resources that could have been more widely utilized. N St was a safe place to ride and efficient place to drive. No more.
Survey #2, Q1	If people have safe bicycling options, they will ride
Survey #2, Q1	Don't feel that it decreases the level of stress enough for the majority
Survey #2, Q1	Disappointed that don't show more buffering and separation to increase comfort level for people on bicycles
Survey #2, Q1	It would be great to have the "Idaho Stop" law in Lincoln
Survey #2, Q1	Change downtown lights to offer "head start" for bikes and pedestrians
Survey #2, Q1	This will improve safety and convenience for those who do bike, but will not make a significant number of people who do not bike decide to bike.
Survey #2, Q1	First I think your map is very busy and difficult to decipher. I feel if you intend to bike, you will possibly use bike lanes if they are in your intended route but will not encourage you to ride instead of drive.
Survey #2, Q1	Unless this will decrease the Taxation for the City I don't see much encouragement for this to be a positive experience.
Survey #2, Q1	It may force people to bike downtown, not encourage.
Survey #2, Q1	Some bikers still need to get more comfortable when in mixed traffic.
Survey #2, Q1	i like the new proposed bike trails in southeast Lincoln...past 84th street
Survey #2, Q1	West Fletcher Path from NW12th to HWY 34 would greatly increase the ability of Lincoln Bike Commuters to Kawasaki. Many employees use public transportation and would bike/walk if available
Survey #2, Q1	Yes, if there is adequate signage all along all the routes, otherwise people won't even know these routes exist.
Survey #2, Q1	I still believe we need a more direct rout from the Oak Lake trail to the airport; Duncan Aviation and Silverhawk Aviation. Share Rows on Cornhusker or a bike pedestrian path!!! The proposed rout takes us farther north.
Survey #2, Q1	Agree, especially where separated/buffered bike lanes are proposed.
Survey #2, Q1	I believe that adding separated bike lanes does the most to encourage people to bike for transportation.
Survey #2, Q1	there are enough unused bike lanes in downtown already
Survey #2, Q1	Rational people will not give up their cars because it is COLD in the Winter!
Survey #2, Q1	the plan will only cause more problems and is attempting to solve something that isn't a problem
Survey #2, Q1	Existing bike lanes appear to be significantly under-utilized.
Survey #2, Q1	I don't believe gross expansion of the bike network would do more to "nudge" people into biking, rather I think the people who are regularly biking simply need small, efficient routes.
Survey #2, Q1	Are you kidding me. I drive by the new bike route on N street a lot and I have never seen 1 bike rider. This is a waste of tax payer dollars that could be used to fix existing roads that have been neglected by the crappy band-aid repairs currently done. Do your job and be responsible with tax dollars and not this crap.
Survey #2, Q1	We want improvements/more trails, not streets. Street traffic is bad enough as it is unfortunately
Survey #2, Q1	N street - what a joke and waste of money

Survey #2, Q1	It would decrease lanes for cars, dropping travel to and from downtown
Survey #2, Q1	We have winter
Survey #2, Q1	We already have WAY to many bike lanes that aren't used because they are poorly designed and implemented. The new plans will only congest Lincoln traffic.
Survey #2, Q1	Lincoln isn't San Diego.
Survey #2, Q1	I believe there is sufficient biking trails and low volume streets for cyclists. I am a cyclist and I have no problem going anywhere I want to go in the city.
Survey #2, Q1	I ride my bike quite often, however I think Lincoln has gone completely overboard with this issue! I don't really think it's an issue at all. If the bicyclist would use a little common sense and courtesy on the road instead of just demanding courtesy. There would be no safety problems! At what point is enough enough? I think we've gone past that a long time ago
Survey #2, Q1	Even with trails, bicycles are not a year-round method of transportation for most people.
Survey #2, Q1	Summer is too hot and winter it is dangerous w ice and snow.
Survey #2, Q1	People who already bike do it. People who like to drive cars instead aren't waiting for extra bike lanes to be added. Sad that there isn't room to comment at the end, but many who don't bike are unable to due to health reasons. We are often forgotten by zealous central planners who have one vision and mean to implement it and damn the people who "don't get it"
Survey #2, Q1	It would also be very expensive
Survey #2, Q2	At a certain age I'm not sure everyone feels comfortable out on a bike, but most will probably ride up to that point.
Survey #2, Q2	In theory yes, but too much crime on the bike paths
Survey #2, Q2	Long range this will add more value to the already known place to retire in the USA.
Survey #2, Q2	Many people and rating groups look at a city's alternative infrastructure as a condition of the quality of the city.
Survey #2, Q2	healthy. happy people
Survey #2, Q2	To encourage more fitness cycling pathways need to lead out of town to meet up with shouldered highways - such as a bike lane on South 14th from the end of the trail at Cooper Y all the way to Saltillo where cyclist can either access the limestone trail or Hwy 77.
Survey #2, Q2	Better connectivity = better quality of life.
Survey #2, Q2	Biking is great for health and happiness and the environment.
Survey #2, Q2	Seeing more cyclist encourage more to be concerned with health and recreation for themselves
Survey #2, Q2	This is a poorly worded question.
Survey #2, Q2	Fewer vehicles mean healthier people, both pedestrians and bikers.
Survey #2, Q2	A bicycle network is a great addition, so long as it doesn't negatively impact the majority of people who will continue to use motorized vehicles.
Survey #2, Q2	Not only will a bike network help draw and keep young people in our city, it will also help those who can't afford or can't drive cars for whatever reason. Impacts on citizens' health through exercise and reductions in driving should not be discounted over the long term.
Survey #2, Q2	Bigger city amenities Lincoln-sized - definitely good!
Survey #2, Q2	I think a lot of the bike paths downtown are dangerous being right behind parked cars and create traffic confusion and congestion. I do not want to see bike initiative within residential areas if it means changing the neighborhood, particularly in historic districts and definitely if it limits residential on street parking.
Survey #2, Q2	Bicycle-based communities are a calling card for businesses looking to recruit and retain talent. The bike paths and on-street connections will be used by all ages, from youth, to college students, to young professionals, to the retired community.
Survey #2, Q2	The fact that 60% of the public feel unsafe on roads with car traffic and buses should make you consider the safest routes for bike lanes would be the least traveled by cars. 13th Street is a very poor choice. 11th Street is best. Low car traffic, shade, wide street, only a few school buses and many locally owned business.
Survey #2, Q2	Lincoln is well known for its bike paths and its one of the reasons I love this town here so much. I'm from omaha and the fact I can get around on my bicycle in lincoln is awesome. I could never do this in Omaha.

Survey #2, Q2	No more tax money for biking!
Survey #2, Q2	not as proposed
Survey #2, Q2	We have the best trail system of any city I know. It ranks highest among all of our quality-of-life factors in Lincoln.
Survey #2, Q2	I know of very few people who rides bikes. Cars are just much more accessible
Survey #2, Q2	Minimal. As Lincoln tax payers already have provided many trails within our city limits
Survey #2, Q2	Trails are wonderful addition to the city. Wide sidewalks etc on streets like 84th & 70th should not count as bike paths in my opinion. I would not reduce car lanes to add bike lanes.
Survey #2, Q2	Couldn't agree more. This is a way to make Lincoln a more attractive city to a talented workforce and increase mobility and access for all citizens
Survey #2, Q2	Workplaces also need to promote cycling with their wellness plans, businesses and insurance plans giving bike incentives
Survey #2, Q2	Improving recreational activities and transportation infrastructure improves quality of life.
Survey #2, Q2	As stated before, I feel this will not encourage more ridership. Why no comments on item 3?
Survey #2, Q2	No, you're taking away from motor vehicles on the road that are already established. You're trying to force people to choose to bike (because you know what's best for people) instead of letting people do what they want.
Survey #2, Q2	Also, you have no data to suggest that this would be effective or efficient in what you're trying to achieve. No data, No support on this project.
Survey #2, Q2	Our roads are poor. It would be wonderful to focus on the roads that cars drive on also, not just bike paths.
Survey #2, Q2	Rare is the angry cyclist.
Survey #2, Q2	This along with better public transportation, busses that go along major employment areas...
Survey #2, Q2	My commute is better (more enjoyable, less stressful, more interesting) because I bike to work, and the length/quality of one's daily commute is a major quality of life indicator.
Survey #2, Q2	The areas that you are looking to take away streets for vehicles are needed for travel into & out of the downtown areas especially in the winter time.
Survey #2, Q2	Just takes money from most of us to satisfy a few. This money could be spent on roads that we drive cars on.
Survey #2, Q2	it will detract from quality of life because it will make commuting more difficult and getting in and around town more of a hassle
Survey #2, Q2	The bike lobby represents a minority who often fail to follow existing traffic laws.
Survey #2, Q2	I believe the existing bike lanes are more hazardous. This survey is a BS survey because of the next question #3 which will be used to expand the bike lanes whether we want it or not. there is no option 0 for do not do it at all. All of the options are pro-bike lane expansion.
Survey #2, Q2	N street -waste of money
Survey #2, Q2	We need more car traffic solutions & public transportation, not bike lanes
Survey #2, Q2	We have winter
Survey #2, Q2	South 11th St and N St are perfect examples of this plans epic failures.
Survey #2, Q2	It will take tax dollars ear marked for roads, thereby causing a need to raise more taxes, making people poorer.
Survey #2, Q2	More bike lanes will make things worse because it will hamper vehicle traffic.
Survey #2, Q2	Only a small fraction of Lincolniters will use the trails, but home owners and drivers will pay for them. This will not decrease car traffic.
Survey #2, Q2	lincoln is not designed as a bike friendly city - neighborhoods and stores are too far from one another.
Survey #2, Q2	Think there are already great opportunities for recreational biking already. This won't help make booking downtown safer for bikers or drivers
Survey #2, Q2	Forcing people to go different routes to avoid debacles like N Street is stressful, especially when you're taxing those same motorists to support something that hurts them. Not only that, but when you have drivers on N Street following the rules they aren't looking out for bicyclists who aren't because they assume they are following the rules. Not only does this also become incredibly stressful, it's actually hazardous. As stated before, not all can bike, but all will suffer if they drive downtown.

Survey #2, Q2	Just a little
Survey #2, Q5	mandate bicycle lights coming on bikes when you purchase them!
Survey #2, Q5	police, lighting, cameras, etc.
Survey #2, Q5	Make available aid/incentives for businesses to maintain adequate bike parking.
Survey #2, Q5	Cyclists are there own worst enemy. I see cyclists, especially commuters, violate basic traffic laws every day without care. It is a bigger issue than educating motorists. This from someone who's been hit my a car twice
Survey #2, Q5	I do not remember any emphasis on bicycle safety in driver's ed.
Survey #2, Q5	Laws against texting while driving.
Survey #2, Q5	Increased enforcement of sidewalk ban downtown
Survey #2, Q5	Ticket bicyclists who don't stop at marked intersections and who ride recklessly around pedestrians.
Survey #2, Q5	Stop
Survey #2, Q5	Bike fees that go to the maintenance and building of bike lanes.
Survey #2, Q5	None. No more tax money for biking.
Survey #2, Q5	city should do very minimal spending to promote bike traffic
Survey #2, Q5	Nothing. We are just fine with the improvement we've made till now. There is too much emphasis on bicycle trails and lanes and not enough on the existing roads for CARS!!!
Survey #2, Q5	Ask the bicycle community to get on the same page and then a usage policy that would follow. We are building bicycle friendly infrastructure and see inconsistent use. Just the other day I was stuck behind a bicyclist in the driving lane on N Street. That rider should have been using the \$3m cycle track that we just built. Why should the taxpayers continue to build infrastructure that is not being used properly?
Survey #2, Q5	Bicycle security is a major issue for many cyclists. Many bikes are being stolen that are properly locked and or inside garages. Preventing bike theft needs to be a priority in the city.
Survey #2, Q5	None
Survey #2, Q5	We need to encourage more families to ride (promote fix a bike/earn a bike programs, have cargo rental bikes, rewards system for kids who bike to school, etc.
Survey #2, Q5	Assist with efforts to reduce bike thefts and reconnecting owners with stolen bikes
Survey #2, Q5	have great bike network signage
Survey #2, Q5	City-wide tax incentives for those who commute by bike
Survey #2, Q5	More secure and frequent bike parking locations. AND integration between LPD, UNLPD, and national bike registry databases to reduce bike thefts and fear of theft.
Survey #2, Q5	As well as new driver education include in continue education STOP class
Survey #2, Q5	None, I rarely see bicyclist in the lanes that are already there.
Survey #2, Q5	I placed my votes at the Open House on 8/20.
Survey #2, Q5	Programs to help get bikes to people that can't afford them
Survey #2, Q5	License all bikes and use the fees to fund this stupidity
Survey #2, Q5	develop programs to charge a wheel tax to bikes, and give them citations. Do not expand additional funding from our taxes
Survey #2, Q5	None of the above. Who is paying for this?
Survey #2, Q5	None of the above
Survey #2, Q5	Leave what we have as it is. This is a waste of time and money
Survey #2, Q5	Remove this mayor for all his senseless spending programs.
Survey #2, Q5	do not reduce other traffic for bikes
Survey #2, Q5	None. I dont want tax money going towards this.
Survey #2, Q5	Educate our city leaders that we live in a auto driven area that will never be able to be a bicycle Utopia that they strive for
Survey #2, Q5	None

Survey #2, Q5	Better signage
Survey #2, Q5	We do not need to expand Bike Network nor any of these programs....it is not a good use of our city budget when we have more important items that need funding that will impact more people in the city
Survey #2, Q5	Don't spend money for this. Initiate bicycle licenses or bike wheel tax
Survey #2, Q5	Crazy
Survey #2, Q5	The city of Lincoln refuses to care for it's poor, already, this is just another drain on tax dollars that is a luxury not a need.
Survey #2, Q5	None, if they will cost a dime of taxpayer money
Survey #2, Q5	Fine bicyclists violating the rules of the road, including bicycles on downtown streets. Also enforce /restore bicycle licensing to pay for the existing bike trails.
Survey #2, Q5	Improve the weather so it would make sense to ride a bike in the summer and get rid of winter.
Survey #2, Q5	Bike trails & bike promotion is not a proper function of government
Survey #2, Q5	Wheel tax/user fees to cover road costs
Survey #2, Q5	Focus on training bikers to FOLLOW THE TRAFFIC LAWS.

Public Commenting Map Comments

Comment
Need sidepath connection from Bison Trail & Salt Creek Levee Trail to Jamaica Trail (with intersection improvements at Van Dorn/South St.
A trail connection from 16th/South St to 27th and Calvert would be great. It could wrap around Bryan LGH, then follow the drainage way through Stransky/Irvingdale Parks, then follow Woodsdale Blvd before turning south as a sidepath along 27th
South St should get a road diet with bike lanes/buffered bike lanes
I think the plans to have a buffered bike lane for Sumner St is an excellent idea. I formerly used Sumner St from Normal Blvd to 70th St for commuting to work at a job I held for about 12 years.
Anywhere buffered bike lanes are proposed, consider upgrading to protected bike lanes. The difference in level of stress is huge and worth the investment in some sort of physical separation (even if just plastic delineator posts)
L and K are overbuilt and could have protected bikeways. The downtown street network in general should have high comfort bike facilities spaced every 2-3 blocks.
Need connection (protected bikeway where feasible) along Q connecting campus to Haymarket.
Thanks for proposing separated bike lanes on Havelock Ave.
Any duplication of the separated bike path on N street is a mistake. N Street path is an over priced under used monstrosity. At most these should be buffered paths. The tax payers will not tolerate another N Street bike path.
Any duplication of the separated bike path on N street is a mistake. N Street path is an over priced under used monstrosity. At most these should be buffered paths. The tax payers will not tolerate another N Street bike path.
Any duplication of the separated bike path on N street is a mistake. N Street path is an over priced under used monstrosity. At most these should be buffered paths. The tax payers will not tolerate another N Street bike path.
For the record, as a taxpayer I will tolerate the hell out of another N Street-style bike lane.
There's a connector to Fletcher here (not shown on the map); ensure that there's a curb cut and crossing so that it connects the Highlands Trail to Fallbrook as well, without going all the way to NW 12th.
This would be a good place to consider a separated lane to supplement the trail, which gets very narrow across Oak Creek, especially once the improvements north of here increase bike traffic on this stretch.
Sadly, this map is in error; the bike sidepath is discontinuous north of Cornhusker for about two blocks. I had hoped to see a proposal to fix that.
I don't see anything proposed that will make South street from 9th to 17th -- one of the most dangerous spots in the city in terms of number of car-bike collisions -- any safer. But this does seem likely to greatly increase bike traffic along there.
Painting some sharrows on 25th is woefully inadequate to even start to address the incredible rate of car-bike collisions on N. 27th street from O to Holdrege. :(
in general, would prefer to see more separated or buffered bike lanes and less just paint separation or shared lanes-don't feel that those infrastructure changes provide that much increased level of comfort-perceived level of comfort is also important

There is so much cut through traffic on Sumner between Antelope Park and Bryan Hospital. It's just enough to make it a "only as needed" option for me when commuting rather than a "consistently utilized street". I fully support a bike boulevard here.
I personally consider the timing of the lights "passable" at best, the fact that cyclists have to wait while all other traffic (pedestrian or otherwise) has greens or walks is pathetic. Surely a better solution to move all traffic more efficiently exists
Folkways is a favorite cut-through with drivers, and car traffic regularly (and significantly) exceeds the 25 mph speed limit. West of the roundabout would be a good candidate for a bike boulevard or more aggressive treatment than signs & sharrows.
This short stretch of 14th will be a gap in the system that seems like it will encourage people to ride (dangerously) on the sidewalks.
Can we please, please, please stop building two-way sidepaths? They encourage "wrong way" riding, which is at the root of a huge plurality of bike-car collisions in Lincoln, when drivers turn right without looking where their car is going.
I know this isn't completely feasible, but my pie in the sky wish would be an elevated pedestrian/bike bridge over HWY 2 somewhere near the 56th/Old Cheney/HWY2 mess of an intersection. Similar to what they did on north 27th.
The trail here would be best served to be on the South Side of Yankee Hill. Crossing 14th street would eliminate dealing with the right turning vehicles - which don't look for pedestrians/cyclists. High traffic area for High School kids.
Resting walk crossing signs should be tripped automatically along bike trails & side paths every single light cycle. These should be treated like "pedestrian and cyclist highways" and it should be assumed you will always have crossing traffic using them.
The street along West Fletcher road that runs around the Kawasaki plant is very unsafe for bikers to ride. A shoulder or path that went around Kawasaki would make it safe for people to ride to work and also count the current path to airport.
A safe crossing is badly needed here to provide access to the trail system on the west side of the city. Waiting for traffic to clear enough to cross can be really frustrating and time-consuming.
A dangerous crossing, with poor placement of the crossing button.
I was hit by a car while crossing Old Cheney while on 56th street; I have witnessed another accident at 56th and hwy 2 (cyclist struck by car) since that time. I would propose an elevated bridge over hwy 2 and old cheney similar to 27th and Hwy 2
Concerns for people on bikes and on foot with increased drive through access near Costco with Panera and other restaurant going in. Look at 14th and Pine lake intersection -also 16th and pine lake-often near misses as cross pine lake in cross walk.
A bike boulevard on B Street would be FANTASTIC. I live by the zoo and already use B Street to get to downtown, to Wilderness Park, and to the Jamaica North trail. It already has very little vehicle traffic & would be great for this.
The 11th & South St. pedestrian crosswalk is universally ignored by drivers. I would love to see flashing yellow lights here to alert drivers when a cyclist or pedestrian is crossing South Street. This is the intersection where Zesto's is located.
Any improvement to the current (dangerous) crossover of traffic on 11th is preferable. I use the N St. bikeway frequently, and 11th/14th Streets would be great locations for similar paths.
There are proposed subdivisions for the Old Cheney/South Folsom area, including a possible school between Folsom and SW12th . Please work with S Folsom developer to verify bike/ped paths are included on S Folsom and Old Cheney west of S 14th St.
As long as the data supports the contention that cyclists are safer in designated lanes than on the open road, and that the flow of traffic will not be impeded by the addition of bike lanes, there's no downside to this proposal. I'd love to this happen.
Many people need the opportunity to bike safely to work at Kawasaki. A separate trail will provide this opportunity.
Need trail or sidewalk along 14th st. between Old Cheney and N-2 (especially between Center Park Rd and N-2) for north-south connectivity. Beal Slough Bridge has ped path, but connects to no sidewalks.
There is currently a trail on the north side of Oak Creek/Salt Creek from N. 14th Street to Cornhusker Highway.
13th Street upgrades: What is the plan for Star Tran buses on 13th? Worst case nightmare scenario is NO plan. Buses stopping and blocking car and/or bike traffic on 13th would be a disaster & very dangerous under the new plan!
I think a trail here would be great! I live in the subdivision just north of College Park Drive.
The bike trails make for horrific traffic jams and alters the traffic lights. Why spend so much money, when the bike trails are rarely used (I am talked about downtown Lincoln). The cost certainly does NOT meet the benefits. Spend the money elsewhere!
People drive in the bike lane at least weekly (usually to turn left on O or M streets), sometimes coming up very close behind me. A protected lane would be welcome, but at the very least eliminate the crossover!
Addition of 13th Street bike lanes would be awesome (Near South) "Road Diet". Also hugely in favor of separated/protected lanes on 11th and 14th St.
Complete sidewalk or bike lanes on S. 14th St so cyclists can connect with the Jamaica Trail.
Mark the railroad crossing on 14th Street south of Yankee Hill as a sharrow for both N & S traffic or put in a bike trail through the railroad tracks.
#1 priority, Yankee Hill/S. 14th access to Jamaica
This area is dangerous
Better riding down 14th, dangerous now.

Develop a way to get from Department of Roads property to W. Pioneers Street.
Is there a way to improve crossing the highway here?
West A community needs connecting to Downtown and community Park Pioneers Park via Coddington
More bike parking-make it convenient. Bike detection also needed. (general comment)
This is a death trap for cyclists around Kawasaki from NW 12 to W. Fletcher and around to NW 27th.
High number of cyclists using sidewalk on Cornhusker. This should be made a high priority. NW 12th & sidestreet.
Belmont and Goodrich students use N side of Adams (11th to 1st St). Kids and bikes both ways, narrow walkways.
14th St Belmont area over Cornhusker Hwy, very dangerous.
Lets finish the trail to the bridge.
Crossing Cornhusker and heading north is a miserable proposition.
Intersection of N. Cotner & Vine - would really like to see a overpass or underpass here. At the very least, an additional post with a traffic light between the streets for MoPac users.
Connect a trail to Branched Oak Lake and a dedicated bike trail around the lake for future growth of the city.
Need overall point of interest along bike path map (tourism, education, etc).
Focus on completing trail projects that connect existing trail systems.
Pedestrian/bike safety on Antelope Valley (bikes going to fast and no warnings). Ring the bell awareness week? Education?
13th St bus/bike conflicts
8th & N intersection is very dangerous, there needs to be some sort of signal for drivers.
There is no need for resting red on trails parallel to the street with green light. Non-sensical
Wish list: flashing yellow intersection enhancement for bikes & peds at 11th and South (Zesto intersection)
Find a way to connect Helen Boosalis West/NW to Van Dorn Park & Bison Trail. Where do we cross Hwy 2 from south?
17th & Burnam = problem (intersection may need traffic calming/improvements)
Connect Helen Boosalis up to N Street downtown through bike lane.
South 14th could use a side path as a N/S connector trail from the Library to the North side of HWY 2. There are no other N/S roads that connect Southwest Lincoln to something N. of Hwy 2.
S. 8th street would make a great bike blvd. Low traffic, great N/S access all the way to downtown. Make Park Ave a bike blvd connector East to 11th street
While 17th from Helen Boosalis Trail to Van Dorn is fine for a Bike Boulevard (except during morning and evening commutes), the street north of Van Dorn to South Street is more problematic with speeders, turning traffic, etc.
Would love to see completed trail from Blanchard blvd and pine lake road to intersect with Old Cheney Trail at 56th street; even a gravel trail would be fantastic. This would allow safe access for kids to the ballfield on Pine lake also
The stretch of N 14th street from the end of the Antelope Valley Trail (just north of Bob Devaney) to Superior Street is very dangerous for bicycles. In particular the bridge that takes 14th over Cornhusker Hwy.
The Bike trail intersection of Randolph (near Normal Blvd) is super dangerous. I have personally witnessed multiple near misses at this intersection and it scares me both as a driver and a biker.
No more Tax Money for biking!
Boosalis Trail where Pioneer Blvd crosses --- Very difficult to see westbound vehicles. This crossing would benefit from a flashing light (similar to the one on the MoPac at 33rd) so drivers would be warned when a biker is crossing and could slow down.
Reducing the available lanes for motorists on P and Q Street in exchange for bike lanes seems like a poor idea. These are heavily utilized thoroughfares for motor traffic and are already highly congested at times.
Reducing the available lanes for motorists on P and Q Street in exchange for bike lanes seems like a poor idea. These are heavily utilized thoroughfares for motor traffic and are already highly congested at times.
This looks great, I like to see more East/West routes (although hilly), glad to see more access points North of town. Also glad to see more bike lanes, although expensive are the safest way to ride. The plan looks solid. Thanks for the work everyone put
Currently, there is no safe way to ride this portion of West Fletcher Rd. Despite this fact, many of the 1500 Kawasaki employees enjoy riding to work or are forced to commute by bicycle. There is undoubtedly a risk for a bicycle related fatality here.
Holdrege St, 27th to 33rd -- Excellent place for off-street bike path
For the record, as a taxpayer I too will "tolerate the hell out of another N Street-style bike lane." I have commuted by bike downtown for years. The changes made to N St. have been nothing short of remarkable! More protected bike lanes please!
N. 14th Street crossing of Cornhusker Highway is a deathtrap. Plenty of traffic, raised curb and low guardrail make for dangerous situation.
Please build a bike/pedestrian bridge over the N. Cotner/Vine streets intersection. A tunnel would also be welcome. Thank you.

Are you tracking the number of times the pedestrian walk button is pushed? This might be a good idea if it is not be logged. Maybe a bridge or tunnel here?
Why force bikes to share heavy traffic corridors like 13th, 16th and 17th? Consider utilizing low traffic neighborhood streets like 11th and 18th Streets, where you can protect bike traffic with yield signs.
Great idea! It is really needed for those of us east of 27th.
How would this exactly work? Which side of 27th Street? Light at 27th and M makes it more safe to cross 27th Street. Historic housing so need to keep that in mind as widening sidewalk with housing close to street can be an issue.
Again what are the specifics at this location? No circles as this about tore apart the neighborhood years ago when suggested. City told us they would NOT put in stop signs/yield signs at that time. Again this is designated histoic district.
This is designated historic district so design needs to be sensitive to this. One home is one of the top 10 oldest existing homes in Lincoln-maybe even top 5. Wouldnt want the street widened at all.
Why not to 33rd???? This would make more sense to go up to the pool/courts. Again be sensitive as this go thru 2 historic districts if taken up to 33rd. Street shouldn't be widened.
Slower traffic is not the norm here as people like to zip on down from O street to Randolph. Must not widen street. KEEP PARKING ON BOTH SIDES from Randolph to O street on 29th.
I would like to see a bicycle crossing sign and better painted street crossing on both sides of the street on Normal St at Sumner crossing to the bike path.
I would like a bike lane painted on Sumner St from Normal all the way to Bryan hospital. Its very dangrous and not everyone is respectful of cyclists in the street, even though there is a green bike path sign.
During the morning and evening commutes 17th Street is a feeder route for: Department of Roads, several large apartment buildings, houses in the area. During these times the street is very busy and frankly would be a dangerous place for bicycles.
The other concern is on street parking is already tough because no parking is allowed on 17th street between Calvert and Burnham on the west side of the street. Please do no even consider banning parking on the east side of the street in this area.
I believe a better route is needed on 17th Street south of Van Dorn.
N Street is an awesome facility, though signal timing issues are an inherent challenge with 2-way cycletracks. I think I'd prefer future downtown facilities to be one-way PBL pairs or, better yet, convert streets to 2-way with a PBL on each side.
With the old Rock Island Trail on N. 19th St... & if the PPSD sidepath is completed from N. Antelope Valley Pkwy. to "R" St., there needs to be a connection between the two (19th). As it is right now, there appears to be an unmarked trail crossing here.
Somehow, get the old Rock Island Trail along N. 19th Street connected up to the trail/on-street network in the area... right now, it just stubs out here.
For years, the city has been talking about a bicycle/pedestrian underpass here - or at least, in this area. Has this idea finally gone by the wayside???
Audible pedestrian push buttons would be of great benefit at this intersection (for bicyclists and others on the MoPac). Also, signage helping direct those on the MoPac where to go would also help (the Bethany Park trail here can confuse).
Need some kind of a path - to connect the MoPac with N. 48th Street below (sidewalk). All of that erosion beside the MoPac bridge is caused by people trying to get from one, to the other.
There has to be some way to get this poor, neglected Vine Street Trail connected up with the other trails to the north - via any of the streets going north - via sidepath (not on-street). Right now, unfortunately, it's kind'a an orphan to the network.
Many cyclists visit the Sunken Gardens during the warm months, yet only have a small sidewalk to share with others (walkers), to get there... and the nearest bike trail is only next door! Need a short sidetrail connection (segment) here.
Because of the goofy intersection configuration, audible pedestrian push buttons might be a good idea here - for trail users.
I don't know why according to this map, it says that there is a trail here. At least the last time I was through this few block section, the sidepath did not feel wide enough to be called one - seemed like it was still a regular sidewalk.
I assume for this future trail, there will be some kind of an overpass/underpass for the trail... but if not, please do consider one. U.S. 34 is fast and scary for anyone crossing (thinking W. Fletcher)...
Wold love to see the sidepath/trail be grade-separated here... even better would be an full roadway interchange, to help also separate on-street cyclists from 34, but that would involve quite a bit more than a simple trail separation.....
This map shows a buffered bike lane on Vine Street - from N. Antelope Valley Parkway to N. 22nd Street. There is currently no buffered bike lane along this segment.
Map list this segment along Park Blvd., between Van Dorn Street and Speedway Cir., as having a trail. There is about a half a block section that does not have a trail, forcing riders onto the badly maintained Park Blvd. Needs to be addressed.
17th St in this area has significant vehicle traffic to and from Beattie Elementary.

I'm surprised that 16th and 17th Street are proposed for bike lanes. These roads have high vehicle traffic with many cars using this route to navigate from Rosa Parks to O Street west of downtown.
Removing available lanes for vehicle traffic on busy 16th and 17th Streets for bike lanes is a big mistake. In this area 16th street only has 2 lanes (other lane was rebuilt to street parking). This route is also used frequently by city and school buses.
Removing available lanes for vehicle traffic on busy 16th and 17th Streets for bike lanes is a big mistake. In this area 16th street only has 2 lanes (other lane was rebuilt to street parking). This route is also used frequently by city and school buses.
Bike lanes on P and Q will be great, especially for commuters north of O who need to connect with the Billy Wolff trail.
The proposed facility along N 33rd. should be continued through to the next bike path. A widened sidewalk and wider curb ramps through this section would make it much more bike friendly.
The signal at 44th does not change for bike traffic. N 44th is a good on street bike route.
There is no good way to cross vine street and very few curb ramps on the south side.
It'd be nice if the trail were to continue across the levee and connect into the Sumner street bike route.
This is a blind intersection on top of a hill that makes it hard to cross. Twin Ridge Rd. and Winding way is a much better crossing point.
Trenwood park could use wider paths and bridges. I use the park to get from S77th to Sycamore to across A onto Sycamore. Sycamore Dr. is preferable to Cottonwood Dr. on the north of A St.
Oak Creek and Salt Creek bridges have narrow sidewalk and bridge rails that do not make you feel safe.
Agree with other comment. 14th needs to be completed end to end. It's a great way to get back into the city from the north.
Improvements needs to be made to connect east and west parts of the salt creek trail. The bridge and intersection are not conducive to bikes. The curb ramps at Fairfield and 27th are not very bike friendly.
Traffic signal control box on Northwest corner blocks visibility of drivers turning right onto Superior and causes the cyclist to be as close to the roadway as possible to be seen. Needs remedied.
Try to keep the proposed trail out of the apartment complex. This would cause more potential collisions from cars backing out of parking stalls. I'd connect perpendicular to the MoPac at this location with ramp access to the apartment complex.
Need to make a better connection to the trail for people heading West on N street from 27th street.
It would be great if we could connect the trail on 70th street with the trail on the SW corner of Holmes Lake Golf Course. The Trail would be along Pioneers. I know there is elevation challenges but maybe an elevated boardwalk?
Very dangerous intersection. Cars fail to yield to bike traffic
Thank you for concrete from 70th to 56th
For bike and vehicular safety, the bike lake should not cross from one side of vehicular traffic to the other. The lane also ends awkwardly.
With the Canopy Market opening We need a crosswalk across N St to the bike path.
The location of the walk/ride button to change the light is in a terrible spot. It needs to be closer to the tip of the island or else the tip of the island should be removed. Test it with a bike and you will see what I mean.
Why on earth they spent forever fixing the crossing and light at 56th & Van Dorn and then repainted the crosswalk, but left the street crappy to cross, is beyond me. Its also one of the slowest lights in town.
I would be nice to have more trail on 70th street. You can get from Old Cheney to past Van Dorn going North then the trail peters out, it would be great to go all the way to "O" Street at least!
It would be great if Lincoln were to build a hike/bike trail to connect to the building Waverly trail system.
A sidepath or some kind of wide sidewalk or some way go on N 14th Street from Parkway to Superior St in Belmont. It is very dangerous with narrow paths on bridges, etc.
I commute to work via bike daily. I use the 11th Street bike lanes more than 200 times a year. Great bike route. Horrible surface. Please resurface the bike lanes.
Triangle intersection at 14th & Garber is dangerous for people walking and on bikes.
I would like to see 10th street connect campus to Cornhusker Hwy.
Road condition & traffic at Goodlife Fitness parking lot is hazardous.
North/South route through this neighborhood is needed. I've been using 20th since it is the existing bike route, but crossing 'A' is dangerous. Whichever street crosses 'A' needs stop lights that can detect a person on a bike.
It would be nice to get from the Boosalis trail to the neighborhoods to the South.
Can this light be changed to flash red, making it more clear that vehicles should be stopping? It feels now like you are meekly saying "please don't hit me" when you press it.
I appreciate the bike path extentions especially those in South Lincoln south of Hwy 2. It looks tremendous.
The N St bike lane is such an important route, the crossing at 27th Street needs careful consideration.

As we all know the n street bike path has been complete failure of taxpayer resources. bicyclists continues to use the sidewalk putting pedestrians in harms way in downtown Lincoln.
Need MoPac trail access at 45th St as currently a lot of cyclist enter via drain behind Russ's business office and grass trail behind the bank
More direct route through Antelope Park for Sumner east/west (via garfield) would help this plan
L street west of woods Park is a narrow 2 lane road with parking on both sides that is heavily used. No room for a separate bike lane and no need for one as bicyclists can get around safely on the existing street structure.
I live on South 29th. There's no need for a special bike lane. Both sides of the street are heavily used for on-street parking. Furthermore, 29th street is used by many cars to avoid the 27th & O intersection. Not safe to route bikes here.
Cars have a hard time getting onto and across O Street at this intersection. We don't need to add a bunch of crazy bicyclists weaving across O Street here. Accidents will happen daily!
Looking at these proposed routes, I'm beginning to agree with Liba that the city hates motor vehicles. These routes through the older parts of town are ridiculous. and dangerous.
With any of the on-street bike lanes... wonder if it would be possible if there was a bicycle traffic signal head - maybe over the lane on the mast arm or on a pole, that would turn red before the vehicular traffic signals do?
I remember in the 90s - before Vine and Cotner were widened, that there was talk of a bicycle trail / pedestrian overpass at this intersection, since it was a dangerous one to cross. Too bad that never came to be.
This lane in is needed. There are a lot of bikes using Sheridan already. A lane would improve safety.
Yankee Hill desperately needs a way for cyclists to get from 27th to 14th
This is a private road, not sure it's ok for cyclists to use.
This connector trail is long over due
Current bridge too narrow for 2 cyclists to cross simultaneously
No way to trigger the light if crossing Cornhusker HWY (N/S crossing) unless you get off your bike and hit the pedestrian crossing. It's also a VERY long wait for a green light.
Shouldn't have to hit the crossing button to get a WALK signal. It should be automatic with the changing of lights.
There is no safe way to travel by bike between Air Park (neighborhood and industrial park) and the rest of Lincoln. Riding along West O street isn't exactly safe to get to the NW 48th St trail.
West Fletcher has no infrastructure for cyclists or foot traffic. This is another roadblock for travel between Air Park and the rest of the city.
Riding along this section of Airport Road (where state maintenance ends... looking at you Airport Authority) is super sketchy. Especially during commuting hours.
An overpass here would be great. It would allow easier bicycle access to Super Saver from the Highlands neighborhood. Plus, an overpass would reduce the traffic congestion of an added traffic light.
Lincoln has great trails to service users between Downtown, Southeast, and Southwest Lincoln. There is no direct trail service from Northeast Lincoln to Southwest Lincoln; only risky and convoluted bike routes, or unnecessarily long trail rides.
This is the saddest excuse for a sidewalk I've ever seen (S Cotner Blvd, 56th St to A St).
I would really appreciate all of these trails connecting state lakes to the city. They would make bikepacking a bit easier from the Lincoln Metro.
The Rock Island R.R. used to have a R.R. bridge here at the N. 48th St. underpass. Not sure how feasible it would be with ROW and all, but maybe put in an arched trail bridge for the Murdock Trail?... to help avoid the 48th St. crossing to the south?
Is there any way to complete the N. 27th St. side path north to Superior St.?
The Vine Street Trail currently ends at N. 35th St... it does not continue west to N. 33rd - as shown on the map.
There needs to be clearer indication that the trail does not follow its old route to the NW (thru the Telegraph Dist.). Also, there needs to be official clarification by the city on the name of this trail (around here thru Union Plaza - on maps, etc.).
Can do better than a shared bike lane here - there is already a rather narrow railroad pedestrian underpass at the railroad crossing on S. 1st. A trail or side path would be preferable, since it would then make the trail on either side seamless.
The big, loose gravel in the parking lot here is hazardous for bicyclists - since they travel through here from Van Dorn and vice-versa.
Before all the development made its way this far north, U.S. 34 was basically a freeway - from I-80 to Airport Rd... believe there was also once an overpass at W. Fletcher. Grade separations would make it so much safer for peds. & bicyclists along here.
The yield signs need to be facing the street for the cars at this crosswalk.
Too bad the side path stops short of Yankee Hill... understandable - with lack of street improvements south of Pine Lake, but seems like a huge, missing link since the trail along Beal Slough will eventually run southeast.
Can't connect N. 66th to N. Cotner via any other way - other than a shared lane?

Very dangerous crossing, need better supervision by police enforcement

This map is slightly inaccurate. This side path does not continue any further north than here. It curves northwest (at this point) into Mahoney Park and the meets up with the Murdock Trail.