

Public Involvement Summary – Phase 2 Engagement

Lincoln MPO 2050 Long Range Transportation Plan, Lincoln Mobility Plan & Lincoln-Lancaster County 2050 Comprehensive Plan 2026 Update



Table of Contents

Introduction 2

Engagement Reach and Participation 3

 Phase 2 Engagements..... 3

 Online Engagement (At-a-Glance)..... 4

 In-Person Outreach..... 4

Community Input..... 5

 Funding Exercise 5

 Recommended Projects 7

 Lincoln Roadway 7

 Lancaster County Roadway 9

 Trails..... 11

 Bike-Pedestrian Projects 14

What We Heard: Key Themes..... 16

 Focus Group Input..... 17

Comprehensive Plan 2026 Update – Phase 2 Public Input Summary..... 18

Appendix – Detailed Phase 2 Public Input

Introduction

Phase 2 engagement focused on sharing draft transportation recommendations and gathering feedback on proposed roadway, transit, trail, bicycle, pedestrian, and mobility investments. Community members were invited to review recommended projects, learn about mobility concepts and future development patterns, and provide input on transportation funding priorities.

Public input collected during this phase will help inform the final project prioritization process. Community preferences represent one component of the evaluation framework alongside factors such as project readiness, funding availability, system performance, and long-term feasibility.

Engagement Reach and Participation

Phase 2 Engagements

29-Apr	Pop-Up Event: UNL Union
6-May through 12-May	Social Media – City of Lincoln, Lancaster County, Small Cities & Villages
11-May	StarTran Bus Ads (Until 7-Jun)
11-May	Virtual Open House & Press Release (Open House closed 7-Jun)
14-May	Focus Group Email Input (Until 7-Jun)
14-May	Social Media Open House Reminder – City of Lincoln
16-May	Pop-Up Event: Mahoney Park
19-May	In-Person Open House (Lincoln Commercial Club)
27-May	Planning Commission Briefing
1-June	Social Media Virtual Public Meeting Reminder – City of Lincoln

Flyers were distributed to several Lincoln City Libraries, Aging Partners, and other locations and were available in English, Spanish, Arabic, Vietnamese, Chinese, and Karen. Advertisements were posted in the Cities of Waverly and Hickman newsletters in addition to a press release, Lincoln Journal Star newspaper article, a radio interview, and social media outreach on the City of Lincoln, Lancaster County, and small communities pages.

Online Engagement (At-a-Glance)

Community members continued to engage with the project website and online participation tools.

- 1,274 page views

- 996 unique visitors
- 575 total contributions
- 194 contributors
- 831 document downloads
- 26 general comments
- 75 video views
- Visitors included 14 Spanish, 5 Arabic, 1 Somali, and 1 Vietnamese language users
- 204 interactions related to transportation funding priorities
- 17 Lancaster County project interactions
- 85 Lincoln roadway project interactions
- 125 trail project interactions
- 118 bicycle and pedestrian project interactions

These metrics demonstrate continued community interest as the planning process moved from visioning and issue identification into evaluation of future transportation investments.

In-Person Outreach

Community members had multiple opportunities to review recommendations and discuss priorities directly with project staff.

In-person engagement included:

- 59 attendees at the Public Open House
- 25 participants in an outreach effort during a University of Nebraska-Lincoln pop-up event
- 11 participants in an outreach effort during a pop-up event at Mahoney Park
- 6 members of the Planning Commission during a briefing
- Continued promotion through community events, partner organizations, project email updates, and agency communication channels

Unlike Phase 1 focus group activities, previous and new participants were contacted through direct email updates and invited to participate in the public open house and online engagement opportunities. New participants had the opportunity to attend an overview of previous engagement. Focus group participants were also invited to submit comments via email regarding how changes in the way transportation is funded could address challenges identified during Phase 1.

This combination of events helped maintain participation from previous stakeholders while also reaching new audiences throughout the community.

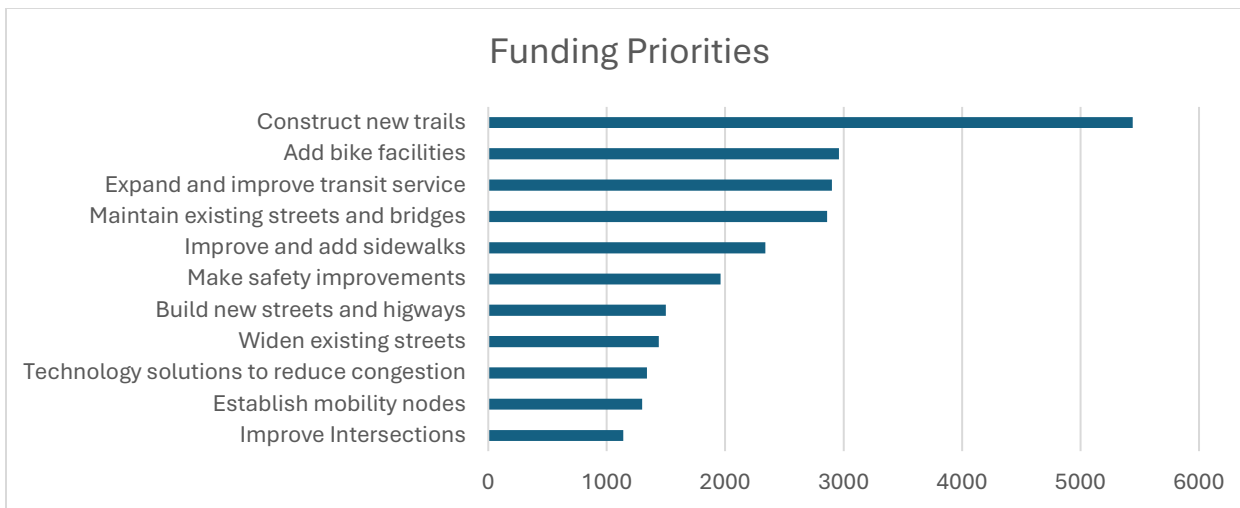
Community Input

Funding Exercise

As part of Phase 2 engagement, participants completed a funding exercise that asked them to prioritize future transportation investments across a variety of project types. The image below shows a portion of the online version of the exercise.

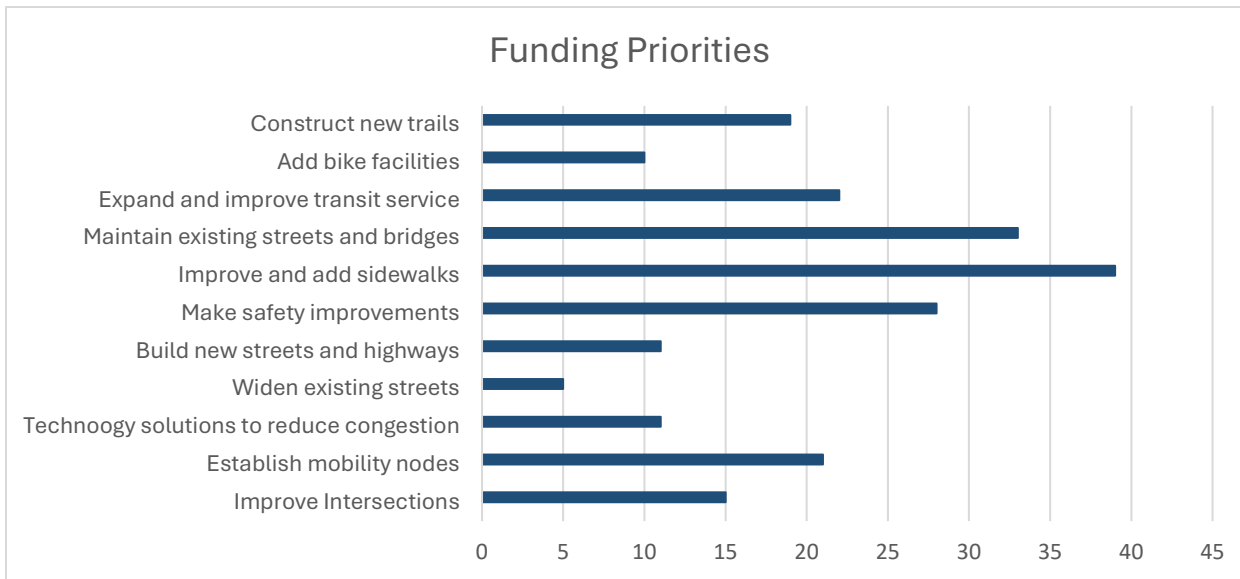
The screenshot displays a web application titled "Past Community Input" with the subtitle "Explore public feedback throughout the project." The URL in the browser is <https://fhu.mysocialpinpoint.com/lincoln-lancaster-transportation-and-mobility/community-input>. Below the header, a message states: "The mapping activity below was open for public input between August and November 2025. It is now closed and the team is working to incorporate public input into plan recommendations. Stay tuned for the second phase of public engagement in 2026." A navigation bar includes tabs for "Fund It", "Lincoln Roadway", "Lancaster County Roadway", "Trails", "On Street Bike & Pedestrian", and "Comprehensive Plan". A "Closed" button is visible. The main heading is "What types of projects would you like to fund?". Below this, a note explains: "The Long Range Transportation Plan is visionary. The recommendations won't happen all at once. Given the availability of limited funding, how would you allocate it? You have 100 pts. You can spread out your points or put them all in one project type." A progress bar shows "Your remaining points: 100 pts" and "REMAINING POINTS: 100 PTS". Three project options are listed with icons and descriptions: "Expand and improve transit service" (bus icon), "Construct new trails" (trail icon), and "Make safety improvements" (pedestrian icon). A "Sort by" dropdown is located at the top right of the project list.

Overall, from the in-person open house and online engagement, participants showed the strongest preference for investments in trails, followed by bicycle facilities, transit improvements, and maintaining existing streets and bridges. Sidewalk improvements and safety projects also received substantial support.



Results from online engagement and in-person input at Open House #2 (number of votes).

Results from pop-up events and the Planning Commission briefing differed slightly, with emphasis still on sidewalks and safety but with maintenance of existing streets and bridges receiving a significant share of the input.



Results from pop-up events and Planning Commission briefing (number of votes).

While all project categories received interest, the results suggest that participants value a balanced transportation system that maintains existing infrastructure while expanding opportunities to walk, bike, and use transit.

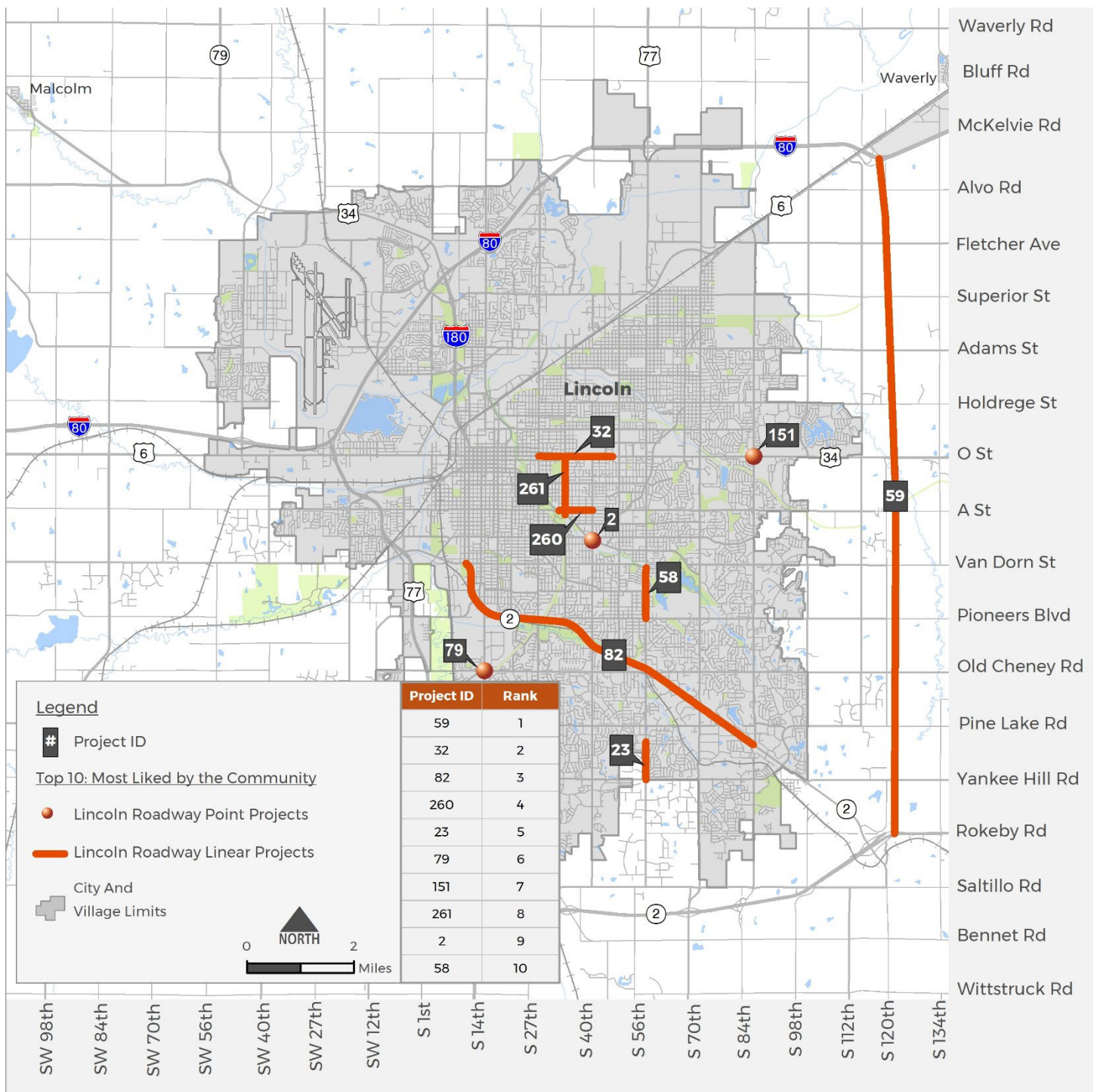
These results provide insight into community priorities and will help inform the next phase of plan development.

Recommended Projects

Lincoln Roadway

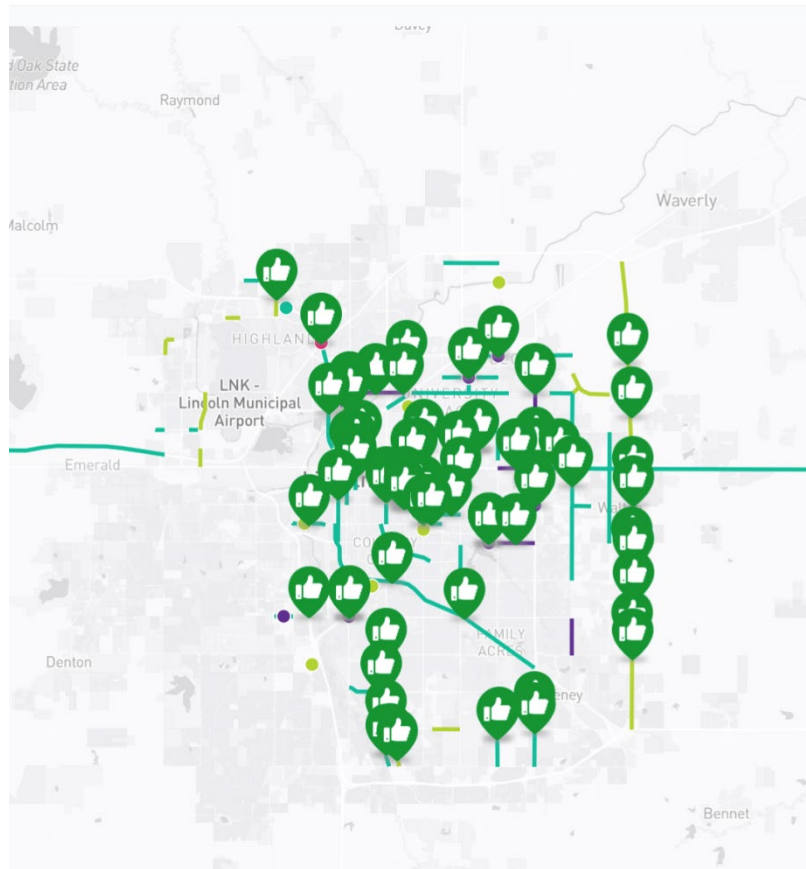
Top 10 highest-supported roadway projects, with Project IDs, and number of votes in parentheses, were:

1. East Beltway, new road segment, 59 (22)
2. O Street: Antelope Valley N/S Rdwy. to 46th Street, intersection improvements, 32 (13)
3. Nebraska Parkway: 84th Street to Van Dorn Street, corridor improvements, 82 (12)
4. A Street: Normal Boulevard to S 40th Street, corridor improvements, 260 (9)
5. S 56th Street: Thompson Creek Boulevard to Yankee Hill Road, corridor improvements, 23 (8)
6. S 14th/Warlick/Old Cheney, intersection improvements, 79 (8)
7. O Street & 84th Street, intersection improvements, 151 (7)
8. 33rd Street: Normal Boulevard to O Street, corridor improvements, 261 (7)
9. S 40th Street: Normal Boulevard & South Street, intersection improvements, 2 (6)
10. S 56th Street: Van Dorn Street to Pioneers Boulevard, corridor improvements, 58 (6)



Participants reviewed draft roadway recommendations and identified projects they were most excited to see advanced as part of the long-range transportation plan. The image shows the online version of this exercise for Lincoln Roadways. Participants could choose to "like" or "love" a project after selecting it and clicking on "Thumbs Up". Votes of "like" or "love" were considered equally in terms of contributing to total numbers of votes. Most participants chose "love", indicating a stronger level of support.

Among roadway projects, the East Beltway received the highest level of support, followed by improvements along major corridors and intersections such as O Street, Nebraska Parkway, A Street, S 56th Street, and the 14th Street/Warlick Boulevard/Old Cheney Road area.



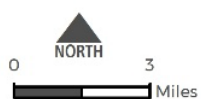
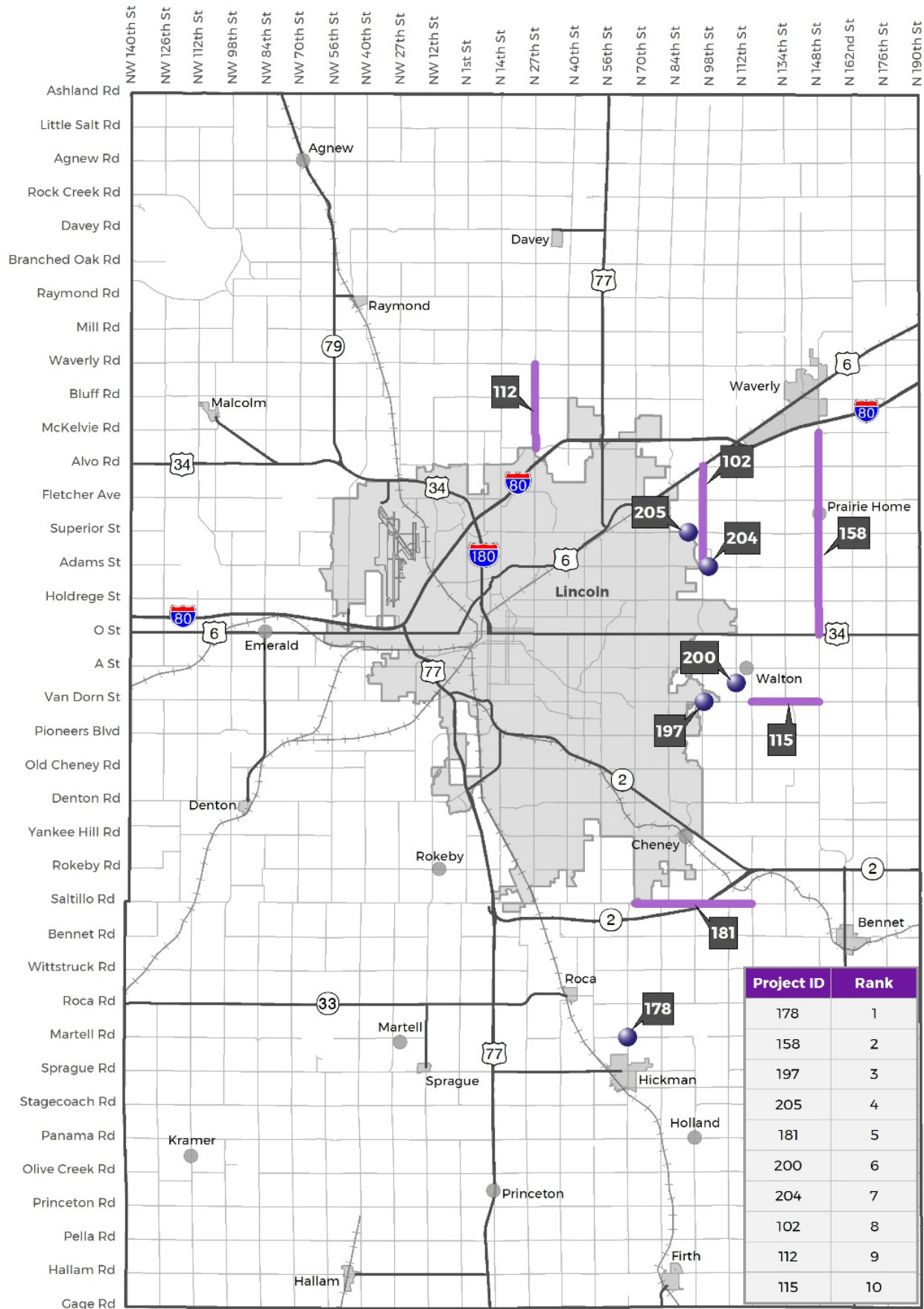
Overall, participants tended to favor projects that improve connectivity along key transportation corridors, address congestion and operational needs at major intersections, and support continued growth in developing areas of the community.

This feedback will be considered alongside technical analysis and other planning factors as roadway recommendations are refined for the final plan.

Lancaster County Roadway

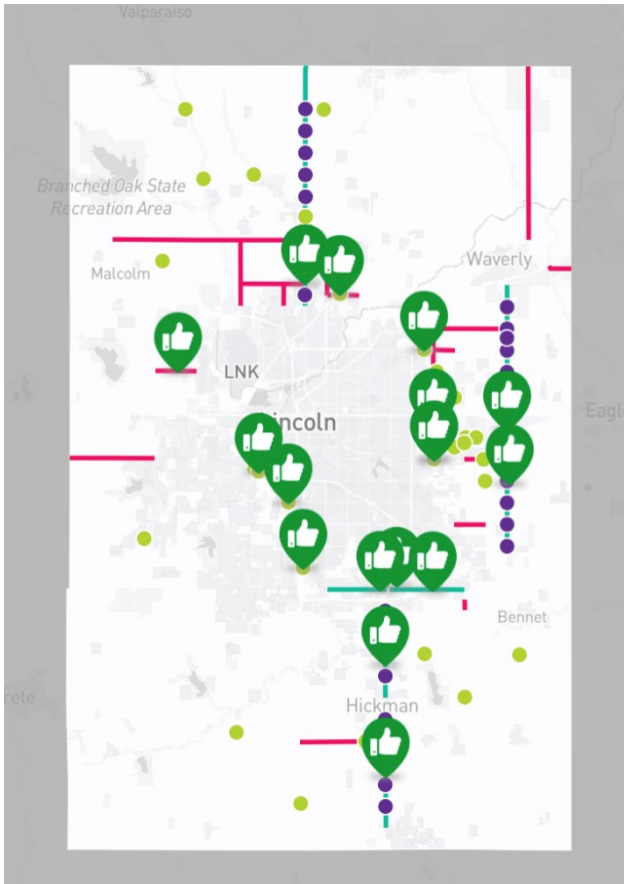
The top highest-supported roadway projects, with Project IDs, and number of votes in parentheses, were:

- S 68th Street & Martell Road intersection, 178 (10)
- N 148th Street: O Street to McKelvie Road corridor improvements, 158 (6)
- Van Dorn Street Bridge K-37 replacement/improvements, 197 (5)
- Havelock Avenue Bridge K-144, 205 (4)
- Several bridge projects and corridor improvements receiving moderate support, 181, 200, 204 (3 votes each)



Project ID Top 10: Most Liked by the Community — Lancaster Roadway Linear Projects
 ● Lancaster Roadway Point Projects City And Village Limits

Participants also reviewed draft transportation recommendations located throughout Lancaster County and identified projects they were most excited to see advanced.



Among county roadway projects, the S 68th Street and Martell Road intersection received the highest level of support, followed by improvements along the N 148th Street corridor and several bridge improvement projects throughout the county.

Overall, participants tended to favor projects that improve connectivity along key county corridors, enhance safety at intersections, and maintain important transportation infrastructure. Bridge improvements received notable support, highlighting the importance of preserving critical transportation connections throughout Lancaster County.

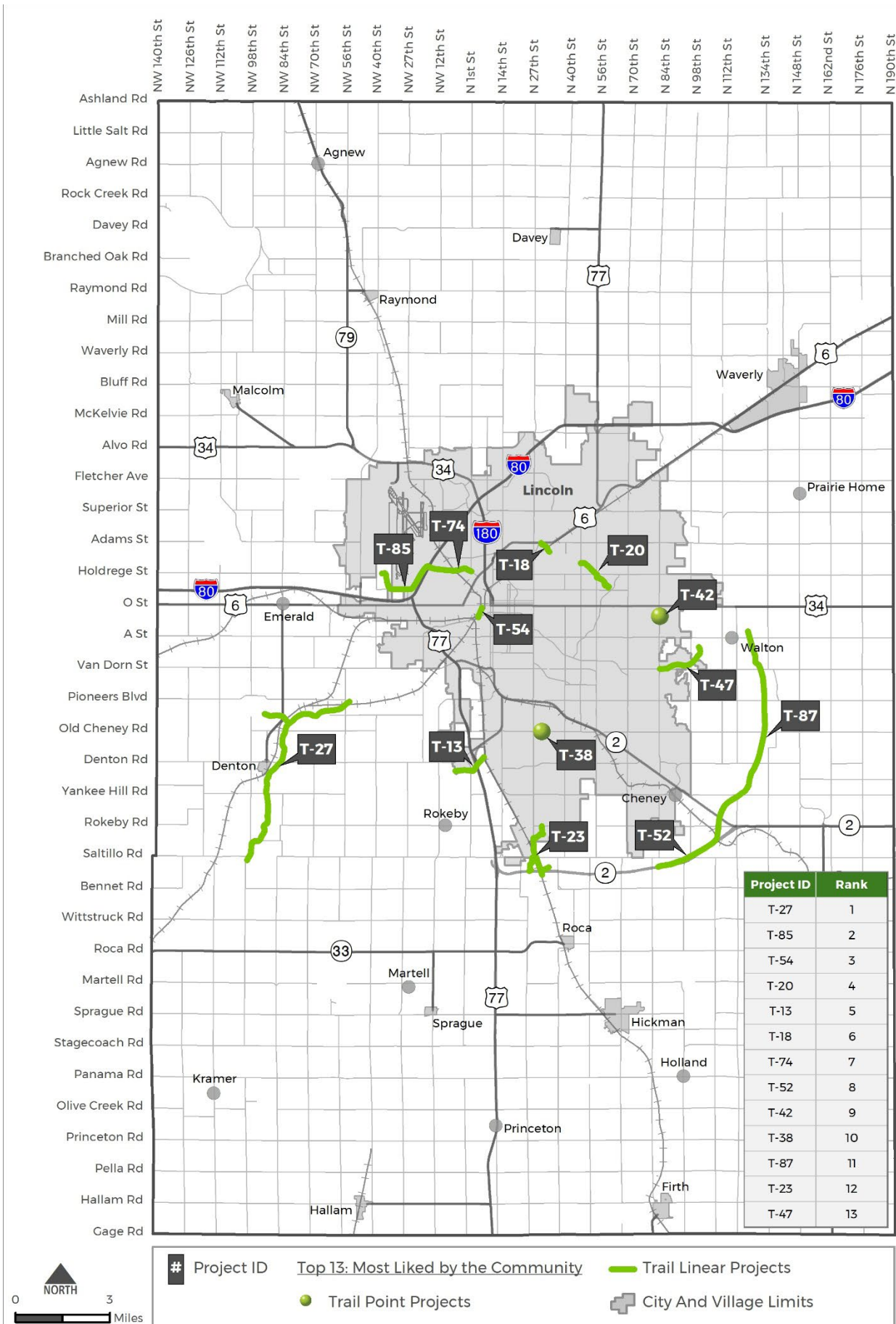
This feedback will be considered alongside technical analysis and other planning factors as county transportation recommendations are refined for the final plan.

Trails

The top ten highest-supported trails projects, with Project IDs, and number of votes in parentheses, were:

1. Greenway Corridor Trail/Haines Branch: Pioneers Park Nature Center to Spring Creek Prairie Audubon Center, new trail segment, T-27 (27)
2. Oak Creek Trail: SW 40th St Saline Wetlands Nature Center, new trail segment, T-85 (23)
3. Chris Beutler Trail – Jamaica North Connector: South Haymarket Park to J St/4th St, new trail segment, T-54 (21)
4. Deadmans Run Trail: N 48th St to MoPac Trail, new trail segment, T-20 (19)
5. Cardwell Branch Trail: GPTN Connector to Folsom Trail, new trail segment, T-13 (16)
6. Deadmans Run Trail: Murdock Trail to Cornhusker Hwy and Railroad grade separation, new trail segment, T-18 (15)
7. Oak Creek Trail: Saline Wetlands Nature Center to N 1st St, new trail segment, T-74 (13)
8. South Beltway Trail – Phase 3: S 84th St to Hwy 2, new trail segment, T-52 (12)

9. MoPac Trail: S84th St grade separated crossing, grade separation, T-42 (12)
10. Tierra Williamsburg: Old Cheney grade separated crossing, grade separation, T-38 (9)



Trail recommendations generated some of the strongest participation and support of any project category reviewed during Phase 2 engagement.

The Greenway Corridor Trail/Haines Branch project received the highest level of support, followed by improvements to the Oak Creek Trail, Chris Beutler Trail, Deadmans Run Trail, and Cardwell Branch Trail.

Overall, participants expressed strong interest in expanding and connecting Lincoln's trail network. Projects that close gaps, extend existing trails, and improve connections between neighborhoods, parks, schools, and destinations tended to receive the greatest support.

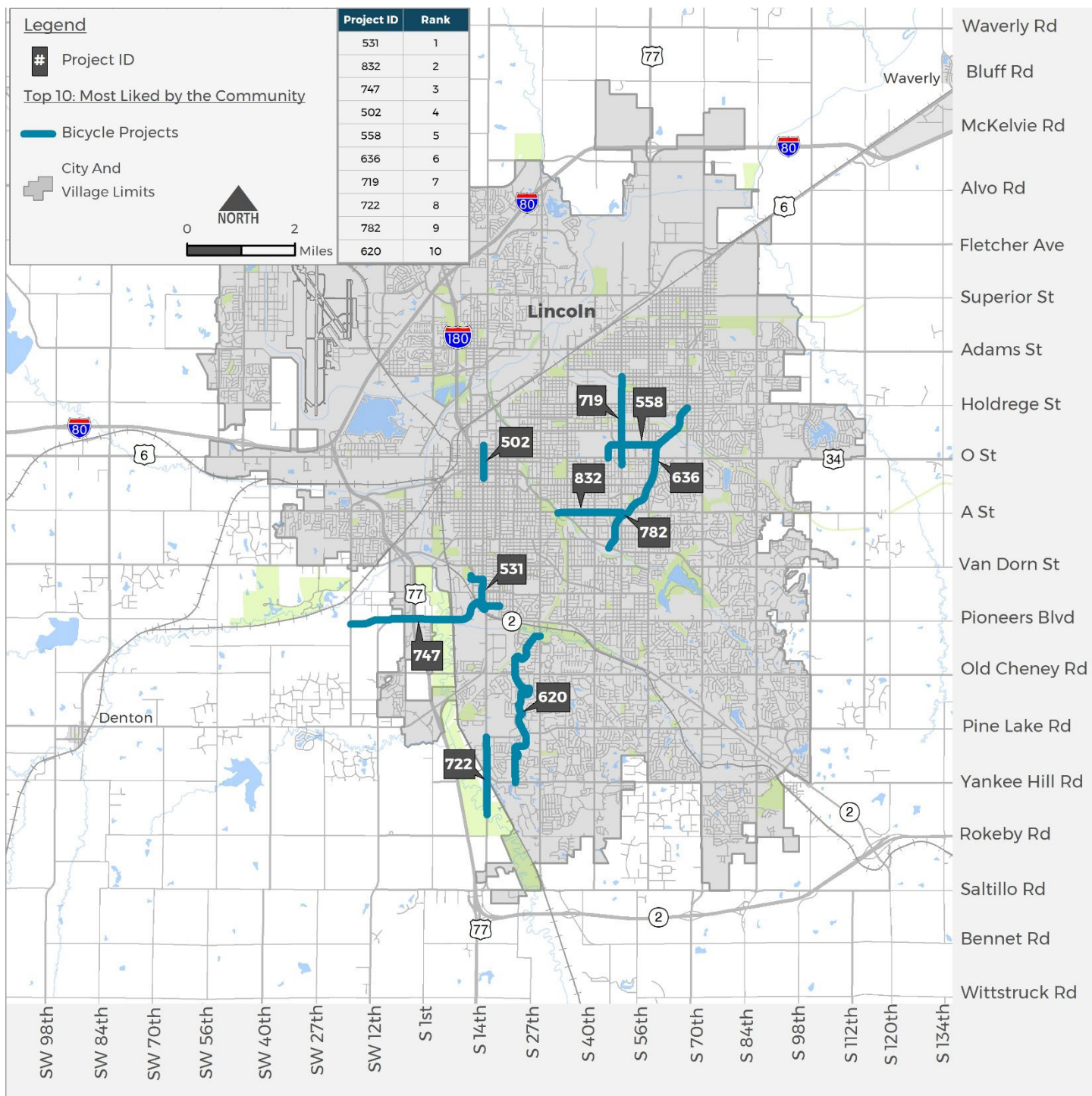
This feedback closely aligns with results from the transportation funding activity, where trail investments received the highest level of support among all transportation investment categories. Together, these findings suggest that trail connectivity and expansion remain important priorities for many community members and will help inform the refinement of recommendations as development of the plan moves forward.



Bike-Pedestrian Projects

The top ten bike/pedestrian projects, with Project IDs, and number of votes in parentheses, were:

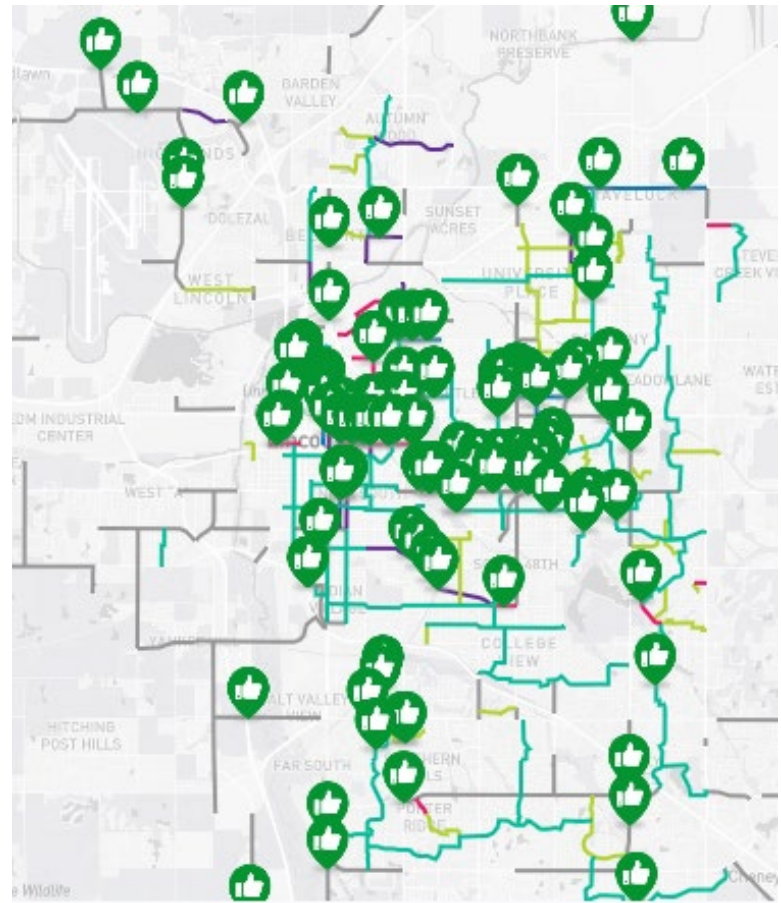
1. Burnham Street (Van Dorn Park to S 17th Street), 531 (17)
2. A Street (Billy Wolff Trail to 48th Street), 832 (12)
3. Pioneers Boulevard (S Coddington Avenue), 747 (11)
4. 13th Street (Lincoln Mall to R Street), 502 (7)
5. R Street (O Street to N Cotner Boulevard), 558 (7)
6. Cotner Boulevard (Randolph Street to Fair Street), 636 (6)
7. N 48th Street (M Street to Leighton Avenue), 719 (6)
8. S 14th Street (Salt Creek to Pine Lake Road), 722 (6)
9. Cotner Boulevard (Normal Boulevard to Randolph Street), 782 (6)
10. Tipperary Trail (Yankee Hill Road to S 27th Street), 620 (5)



Participants reviewed draft bicycle and pedestrian recommendations and identified projects they were most excited to see advanced.

The Burnham Street connection between Van Dorn Park and S 17th Street received the highest level of support, followed by improvements along A Street, Pioneers Boulevard, 13th Street, R Street, and several projects along the Cotner Boulevard and N 48th Street corridors.

Overall, participants showed strong interest in projects that improve connectivity between neighborhoods, trails, schools, parks, and community destinations. Many of the highest-rated projects help close gaps in the existing network or create safer and more comfortable connections for people walking and bicycling.



These results align with feedback received throughout the planning process and with the transportation funding activity, where bicycle facilities and sidewalk improvements ranked among the community's highest transportation investment priorities. Together, the findings reinforce the importance of providing safe and connected options for walking and bicycling throughout the community.

What We Heard: Key Themes

Participants generally expressed support for draft recommended transportation investments that improve safety, expand travel options, and strengthen connections between neighborhoods, key destinations, and regional communities.

Safety remained a consistent theme throughout comments. Participants highlighted concerns related to intersection operations, crossing safety, speeding, and roadway design, while emphasizing the importance of creating safer conditions for people walking, bicycling, rolling, and driving.

Many comments focused on expanding and improving active transportation networks. Community members frequently discussed trail connectivity, sidewalk gaps, bicycle facilities, and safer crossings along major roadways. Several comments emphasized the

importance of connecting neighborhoods, schools, parks, and activity centers through a more complete transportation network.

Transit improvements also emerged as a recurring topic. Participants discussed opportunities to expand service to growing areas, improve connectivity between destinations, and provide additional transportation choices that reduce dependence on driving.

Several comments connected transportation investments with broader community development goals. Participants expressed interest in walkable neighborhoods, mobility-oriented development, mixed-use activity centers, and transportation systems that support future growth while preserving quality of life.

A smaller set of comments focused on project delivery, maintenance, and communication. These participants expressed interest in understanding how projects are prioritized, how funding decisions are made, and how transportation investments relate to long-term community goals.

Overall, comments reflected a desire for a transportation system that is safe, connected, reliable, and responsive to future growth while providing meaningful travel choices for residents and visitors.

Focus Group Input

Staff re-engaged previous and new focus group members by asking for suggestions about the direction of funding to address challenges previously identified. Three responses were received. A recurring theme was that transportation funding should prioritize investments that deliver the greatest community benefit, including higher-return street projects in dense areas, cost-effective safety improvements such as speed bumps, and stronger support for public transit as an essential public service rather than a self-sustaining business. Participants also emphasized the importance of balancing these priorities with equitable investment across both Lincoln and the County's smaller communities.

Comprehensive Plan 2026 Update – Phase 2 Public Input Summary

Participants at the in-person and virtual open houses were shown four information boards that focused on potential priority topics. They were then asked to share their feedback. The information boards and comments are below.

Conservation Design

What is Conservation Design?

Conservation design is a planning approach that protects natural and cultural resources with thoughtful, sustainable development. It focuses on identifying the most valuable features of the landscape and shaping development around them rather than replacing them.

Conservation design principles could be applied to all of Lincoln's growth areas or focused on specific locations like riparian corridors, native prairies, and cultural resources areas.

Key Elements

1. Corridor riparian corridors for flood storage, habitat, local food production, and recreation
2. Areas of higher residential density to provide at least 5 units per acre including open space
3. Expanded buffers around riparian areas and other critical features
4. Certain percentage of site required to be open space, with a focus on preserving riparian corridors and areas of sensitive natural habitat and cultural resources
5. Mix of housing types and price points
6. Green building techniques like green roofs and solar panels
7. Dark skies streetlight design and homeowner lighting standards that reduce light pollution
8. Areas for growing local food



Benefits of Conservation Design

- Protection of sensitive habitat and cultural resources
- Reduced heat island effect
- Natural management of stormwater runoff
- Improved connection to our environment

Challenges of Implementing Conservation Design

- Larger footprint of city growth - the cost of sprawl. Higher costs for construction / maintenance of utilities and streets, viability of transit, housing affordability
- Cost to maintain additional green space
- Providing affordable housing with potentially higher development costs

Learn more about the Comprehensive Plan of the City below or follow the QR code
lincoln.lm.gov/2026comprehensiveplan



Great Neighborhoods

A great neighborhood is one where residents are able to get the goods and services to meet daily needs within a 15 minute walk of their residence.

Elements of a great neighborhood include:

Variety of housing types and price points

Grocery store / food access

Parks / trails / recreation facilities

Transit access / bus stops

Schools

Daycares

Library

Safety from hazards like floodplains and heavy industrial uses



How to utilize the zoning ordinance to encourage more "great neighborhoods" in Lincoln's edge growth areas?

- Potential update: Adopt requirements for use of the CUP zoning tool. Examples could include minimum density, range of lot sizes, a variety of housing types at varying price points, and/or other elements that contribute to the Great Neighborhoods goals of the Comprehensive Plan.

- Potential update: Limit the maximum size of a CUP. The CUP zoning tool only allows residential uses. Restricting the overall size of a CUP could encourage more mixed-use neighborhoods.

What is a CUP?

A community unit plan (CUP) is an existing zoning tool that allows for flexibility with certain zoning requirements such as setbacks, height, and overall residential density. Many new neighborhoods in Lincoln are developed as a CUP.

Per Lincoln Municipal Code (LMC) 27.65:

The purpose of a CUP is to permit and to encourage the creative design of new living areas, as distinguished from subdivisions of standard lot sizes and standard street systems, and in order to permit such creative design in buildings, open space, and their interrelationship while protecting the health, safety, and general welfare of existing and future residents of surrounding neighborhoods.

The goal of this Comprehensive Plan concept is to encourage more new neighborhoods that align with the purpose statement of LMC 27.65.

Learn more about the Comprehensive Plan of the City below or follow the QR code
lincoln.lm.gov/2026comprehensiveplan



Neighborhood Edges



Key Elements

1. Access that has minimal impact on adjacent neighborhood streets
2. Building height same as surrounding residential zoning district (typically 35 feet maximum)
3. Design that is compatible with the existing neighborhood
4. Parking that meets residential parking requirements - typically 1 to 2 stalls per unit depending on zoning district
5. Higher density near arterial street or commercial area
6. Edge development would be targeted to sites with vacant, blighted, or underutilized parcels

Neighborhood edges present an opportunity for missing middle housing alongside Lincoln's existing neighborhoods, which can help expand affordable housing options and overall housing choice in the community.

Neighborhood edges are typically found adjacent to lower density residential areas and are near or have access to an arterial street. Edges may also buffer neighborhoods from commercial or industrial uses or they may act as a seam to adjoining neighborhoods.



Missing middle housing includes "house-scale" buildings that provide typically 3 to 12 units and fit in with the architectural character of single-family neighborhoods.

Learn more about the Comprehensive Plan of the City below or follow the QR code
lincoln.lm.gov/2026comprehensiveplan



O Street Corridor



Key Elements

1. Size and scale of redevelopment varies based on corridor location, with more intense redevelopment at certain commercial nodes like 27th Street, 48th Street, and Gateway Mall
2. Enhanced walkability to connect nearby destinations
3. Improved bus stop, potentially as part of a Bus Rapid Transit (BRT) system along the corridor
4. Higher density and mixed use along O Street
5. Typical residential-scale buildings and density as a transition to existing neighborhoods
6. Access that has minimal impact on adjacent neighborhood streets

The Comprehensive Plan identifies O Street as a Primary Mixed Use Redevelopment Corridor. It is Lincoln's "main street" and a key transportation route. Focusing higher-density redevelopment efforts along the O Street Corridor will extend Lincoln's urban core beyond downtown.

Benefits of high-quality redevelopment along the O Street Corridor include:

- More housing and commercial opportunities in the heart of the city
- The possibility of enhanced transit options along the corridor
- Efficient utilization of existing infrastructure
- Improved walkability to surrounding services and destinations



Key elements of O Street corridor redevelopment:

- Long-term vision (30+ years) supported with zoning tools and incentives
- Focused on the corridor east of downtown
- More density along O Street, transitioning to standard residential density that blends into existing neighborhoods

Learn more about the Comprehensive Plan of the City below or follow the QR code
lincoln.lm.gov/2026comprehensiveplan



Conservation Design:

- Please incorporate more NATIVE PLANTS ♡
- More use of development is great
- Yay! Dedicated space for growing local food!

- Mix of housing types doesn't come across on your board. SF is several blocks away from very dense MF. How about MF in other forms that look more like medium density?
- Instead of the cost of building out, why not redevelop the blighted inter city? Drive 9th St South and look to your right all the way to Van Dorn. Embarrassing.
- Yes! More areas for local food production. Green building techniques. Also utilize design concepts that reduce urban heat islands (white roofs, orientation of building, awnings, etc.).
- Solutions for the challenges should be kept in the forefront and exploring solutions to overcome these barriers otherwise our community will increase the divide with our vulnerable populations.
- YES - smaller private yards; more public greenspace and open space conservation!!!
- It feels like we'd be better off not building near conservation areas. I do like building our urban green spaces with things like storm drainage as a natural feature, doubling up the use of space while also making it more pleasant
- Strongly support
- Don't try to mitigate sensitive areas or flood plains. Make them off limits to development and use them for green space (leaving it wild).
- I think the benefits of conservation design overcomes the challenges of higher cost and larger footprint.
- I strongly support this approach, especially connecting riparian corridors and shaping development around the most valuable features of the landscape. Mix of housing types and density may help alleviate the pace of sprawl, which is a concern.
- I appreciate this.

Great Neighborhoods:

- More single family houses located next to libraries + activities. Make it about multi pathways thru NE
- Missing middle housing
- Low electromag radiation space from cell towers / WIFI for EMF/R sensitive people - meeting space and other public space
- Missing middle housing. Row houses / townhouses / court yards
- Meeting spaces open to the public
- How do you combine environment + community?
- Less cars, more multi modal transit. Complete streets that connect neighborhoods + safe transit for all. Support for local businesses.
- New single famile homes should be designed and built with ADUs. Please encourage this.
- Hawley urban agriculture
- Love the Great Neighborhood concept, especially for new suburban development. It would be amazing for health and recreation to have walkable communities outside of downtown.
- I appreciate the emphasis on meeting NEEDS (especially food access) for people of all life stages and backgrounds.

- Your idea of a “great neighborhood” is not everybody’s. I do not agree with allowing hand picked liberals to change the residential zoning from single family dwellings to multiply people from multi families to take care of their created housing issues.
- It's great that many new neighborhoods are developed as a CUP. How can we utilize this zoning tool in already existing neighborhoods?
- Affordable, environmental safe housing seems to always get lost. Th public spends about 80% of their time indoors. Lets not forget to rehab up our existing neighborhoods and buildings to ensure they have air conditioning and a safe indoor environment.
- What if there were incentives for neighborhood grocery stores to actually be sources of healthy food/new corner stores????
- I want to live in this version of Lincoln. I lived in Japan for a while, and walkable neighborhoods make a huge difference. People are healthier because they walk more. Children are more independent because the can get places safely. Everyone benefits
- Strongly support
- Great neighborhoods: have mixed use housing, are walkable, have easily accessible public transit to shopping and amenities such as libraries, have neighborhood elementary schools, have public open space.
- I support the idea and implementation of Great Neighborhoods as well as the potential updates.
- Neighborhoods are improved when adjacent major roads are safer. Lower speed limits and fewer lanes make for quieter and safer neighborhoods.

Neighborhood Edges:

- Where housing is adjacent to collectors/arterials, slow traffic to 25 mph, add parking and bike lanes for a road diet.
- Don't like housing fronting on main roads. Not pleasant. Face housing to side streets.
- Same types of housing should face each other across streets - SF to SF for example
- Neighborhood edges make a lot of sense! My only potential concern would be that the redeveloped buildings would be visually, aesthetically contrast too much with historic neighborhoods. The modern vs old look may be stark.
- The concept is nice, but are you considering the number of vehicles taking up street space? How many residents are you adding to the neighborhood?
- For higher buildings, ensure AC and proper weatherization to avoid hot upper apartments.
- Consider concepts that reduce heat impacts in these neighborhoods...over the next 25 years temps will continue to rise.
- I like how many old houses is rebulided.
- This may cause less friction that change further in a neighborhood, but it also puts valuable destinations right next to faster roads that cut these valuable areas off from nearby pedestrians. Less parking and a bit of hight would go further on housing
- Strongly support, assuming that there is engagement with the neighbors and/or neighborhood association

- Missing middle housing should be a priority.
- I support this approach and think it's a wise way to utilize space where low density housing is undesirable.
- This seems like a very car-accommodating design note. Keep the streets smaller, slower, and you have less of an edge to begin with.

O Street Corridor:

- With "O" Corridor I agree higher density but better transit, less time between buses, plus better bicycle access (say 1/2 block north or south of O)
- I think it's important to extend business and housing capacity outside of the urban core itself. It could help encourage transit usage to this corridor and within the surrounding neighborhoods.
- Looks nice. I just look at all the retail that leaves Lincoln. We sure do not have anything coming to fill the empty space we now have.
- I would not pick the O street corridor as the primary corridor to extend the Urban Core beyond downtown. Redevelopment parcels will be few, hard to find and incredibly expensive. Further O street is a federal highway with quite onerous and expensive
- Yes. Improve transportation. Both walkability and other transit options. Ensure redevelopment helps combat urban heat island.
- Appreciate the vision to support zoning tool and incentives...for example if buildings are designed in a way to reduce the impact of heat etc.
- Need a lot of work
- O Street needs a road diet. It is unfair to residents that this highway negatively impacts quality of life. Less lanes. Control drag racing. More traffic calming. No more drag racing.
- PLEASE experiment with BRT! I think O st is going to struggle with walkability with its traffic volumes. Downtown also has a clear divide because of O. Maybe it's better to re-route traffic (to K/L?) and make downtown more cohesive
- Support these concepts
- Ensure missing middle housing is considered in the transition.
- Support this type of development along O Street, especially enhanced transit. Significant challenge is the discomfort humans feel along O St. - noise, pace, volume of cars. Walkability isn't just surfaces to walk on; it's the human experience of walking.
- Changing O Street from the road it is, is audacious but desirable. It'll only work if the street itself is limited from its highway status to a multimodal corridor. Prime candidate for a streetcar with priority.

APPENDIX

Table of Contents - Appendix

Support for Projects – Online & In-PersonA-3

 Lincoln Roadway..... A-3

 Lancaster County Roadway A-7

 Trails..... A-10

 Bike-Pedestrian..... A-12

Online Comments - Projects.....A-16

 Lincoln Roadway..... A-16

 Lancaster County RoadwayA-19

 Trails..... A-21

 Bike-Pedestrian.....A-24

Open Ended Comments.....A-29

Other Comments from In-Person Open House..... A-34

Emailed Comments A-34

Lincoln Roadway

Project ID	Street Name	Limits	Project Type	Number of Votes – In-Person	Number of Votes - Online	Total Number of Votes
1	I-80	I-80 and I-180	Interchange	1	1	2
2	S 40th Street	Normal Blvd and South Street	Intersection	6		6
17	NW12th Street	Aster Road to Missoula Road	New Road Segment		1	1
22	W Denton Road	Amaranth Lane to S Folsom Street	Corridor Improvements	1		1
23	S 56th Street	Thompson Creek Boulevard	Corridor Improvements	8		8
24	Yankee Hill Road	S56th Street	Corridor Improvements	2		2
25	S 84th Street	Amber Hill Road to Yankee Hill Road	Corridor Improvements	2		2
28	Rokeby Road	S 48th Street to S 56th Street	New Road Segment	2		2
32	O Street (US-34)	Antelope Valley N	Intersection	11	2	13
33	N 84th Street	O Street to Adams Street	Intersection	1	2	3
35	S 9th Street	Van Dorn Street to South Street	Corridor Improvements	3		3
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection		1	1
40	Van Dorn Street	S 70th Street to s 84th Street	Intersection		1	1
41	N 48th Street	Adams Street to Superior Street	Corridor Improvements	3		3
44	O Street (US-34)	84th Street to 120th Street	Corridor Improvements	1		1
45	S 98th Street	A Street to Pioneers Boulevard	Corridor Improvements	2		2

51	N 33rd Street	Cornhusker Hwy to Superior St	Corridor Improvements	1	1	2
52	A Street	S 98th St to 105th St	Corridor Improvements	1		1
56	Holdredge Street	N 70th Street to N 80th Street	Corridor Improvements	2		2
57	Yankee Hill Road	S 14th Street to S 27th Street	Corridor Improvements	1	1	2
58	S 56th Street	Van Dorn Street to Pioneers Boulevard	Corridor Improvements	6		6
59	East Beltway	Nebraska Hwy 2 to I-80	New Road Segment	14	8	22
61	S 27th Street	Yankee Hill Road to Saltillo Road	Corridor Improvements		1	1
62	S 70th Street	Rokeby Rd to Saltillo Rd	Corridor Improvements		1	1
63	S 84th Street	Yankee Hill Road to Rokeby Road	Corridor Improvements	1	1	2
64	S 84th Street	Rokeby Road to Saltillo Road	Corridor Improvements		1	1
66	W Alvo Road	NW 12th Street to Tallgrass Parkway	Corridor Improvements	1		1
72	I-180	I-80 to US-6	Corridor Improvements		1	1
79	S 14th Street/Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection	7	1	8
82	Nebraska Parkway	S 84th Street to Van Dorn Street	Corridor Improvements	11	1	12
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	New Road Segment	1		1
130	N 14th Street	Cornhusker Hwy & N Antelope Valley	Bridge	2	2	4
131	Huntington Avenue	Dead Mans Run	Bridge	1		1
133	S 27th Street	SE Upper Salt Creek	Bridge	1	1	2

137	N 70th Street	Salt Creek	Bridge	1		1
142	Fremont Street	Touzalin Avenue	Intersection		1	1
144	S 33rd Street	D Street	Intersection		1	1
146	N 70th Street	Havelock Avenue	Intersection	4	1	5
147	S 56th Street	Cotner Boulevard/Randolph St	Intersection	1	1	2
148	O Street (US-34)	98th Street	Intersection	1		1
149	S 27th Street	Pine Lake Road	Intersection	1	1	2
151	O Street (US-34)	84th Street	Intersection	6	1	7
152	S 84th Street	A Street	Intersection	3	1	4
155	S 84th Street	Yankee Woods Drive	Intersection	1		1
212	27th Street Realignment	Saltillo Road to Rokeby Road	New Road Segment	1	2	3
214	Normal Boulevard	Van Dorn Street	Intersection	2	1	3
217	Rokeby Road	Snapdragon Road to S 48th St	New Road Segment	1		1
249	South Street	Normal Blvd to S 48th St	Corridor Improvements	2	1	3
250	98th Street	Old Cheney Rd to Pine Lake Rd	Intersection	1		1
251	Fallbrook Road	Super Saver	Corridor Improvements	1		1
253	10th Street	Van Dorn St to K St	Corridor Improvements	1		1
255	Vine Street	N 14th St to Antelope Valley Pkwy	Corridor Improvements	1		1
256	14th St	Vine St to Salt Creek Roadway	Corridor Improvements	1		1
257	R Street	N 12th St to N 16th St	Corridor Improvements	4	1	5
258	16th Street	F St to X St	Corridor Improvements		1	1
259	13th Street	A St to K St	Corridor Improvements	3		3
260	A Street	Normal Blvd to O St	Corridor Improvements	4	5	9

261	33rd Street	Normal Blvd to O St	Corridor Improvements		7	7
264	Sheridan Blvd	Calvert St to South St	Corridor Improvements	1		1
265	48th Street	Cotner Blvd to O St	Corridor Improvements	1		1
266	Sumner Street	Normal St to Cotner	Corridor Improvements	2	1	3
267	Touzalin Ave	Adams St to Havelock Ave	Corridor Improvements	1		1
268	Havelock Ave	Touzalin Ave to N 70th St	Corridor Improvements	2		2
269	N 70th Street	Eastborough to Holdrege	Corridor Improvements	3		3
270	O S 27th Street	Rokeby Rd	Intersection		1	1
272	S 27th Street	South St to O St	Corridor Improvements	3	1	4
					TOTAL VOTES	202
*Additional votes for projects nearby on map, with funding already committed:						
76	West Beltway (US 77)	I-80 to Saltillo Road	Interchange		1	1
121	A Street	S 40 th Street to S 56 th Street	Intersection		1	1

Lancaster County Roadway

Project ID	Street Name	Limits	Project Type	Number of Votes – In-Person	Number of Votes - Online	Total Number of Votes
94	Havelock Avenue	Stevens Creek to N 112th Street	Paving	1		1
95	NW 27th Street	W Alvo Rd to W Waverly Rd	Paving	1		1

102	N 98th Street	Holdredge Street to US-6	Paving	2		2
103	W Van Dorn Street	SW 112th St to SW 84th St	Paving	1		1
105	Arbor Road	N 27th Street	Paving	1		1
107	W Van Dorn Street	SW 140th St	Paving	1		1
111	N 1st St	Alvo Road to McKelvie Road	Paving	1		1
112	N 27th Street	Arbor Road to Waverly Road	Paving	2		2
114	W Adams Street	NW 84th Street	Paving		1	1
115	Van Dorn Street	S 120th St to S 148th St	Paving	2		2
117	McKelvie Road	NW 27th Street to N 14th Street	Paving	1		1
157	S 148th Street	Yankee Hill Road to O Street	Corridor Improvements		1	1
158	N 148th Street	O Street to McKelvie Road	Corridor Improvements	5	1	6
159	S 148th Street	Yankee Hill Road	Intersection	2		2
160	S 148th Street	Pinke Lake Road	Intersection	1		1
162	S 148th Street	Pioneers Boulevard	Intersection		1	1
164	S 148th Street	A Street	Intersection		1	1
166	N 148th Street	Adams Street	Intersection	2		2
167	N 148th Street	Havelock Avenue	Intersection	1		1
169	N 148th Street	Prairie Home	Intersection	1		1
175	5 S 68th Street	Olive Creek Road	Intersection		1	1
177	S 68th Street	Stagecoach Road	Intersection	1		1
178	S 68th Street	Martel Road	Intersection	9	1	10
179	S 68th Street	Wittstruck Road	Intersection	1		1
180	S 68th Street	Bennett Road	Intersection	1		1
181	Saltillo Road	S 70th St to S 120th St	Corridor Improvements	1	2	3
182	N 14th Street	Arbor Road	Intersection	1		1
187	N 14th Street	Branched Oak Road	Intersection	1		1

197	Van Dorn Street	Bridge K-37	Bridge	3	2	5
198	S 56th Street	Bridge P-92	Bridge	1		1
199	A Street	Bridge J-47	Bridge	1		1
200	S 112th Street	Bridge J-135	Bridge	3		3
202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge		1	1
204	Adams Street	Bridge K-123	Bridge	3		3
205	Havelock Avenue	Bridge K-144	Bridge	3	1	4
207	SW 15th Street	Bridge O-140 near W Stockwell Street	Bridge		1	1
208	Pioneers Boulevard	Bridge Q-72 near S 138th Street	Bridge		1	1
210	A Street	Bridge J-46 near S 134th Street	Bridge		1	1
215	Pine Lake Road	S 112th Street to S 134th Street	Paving	1		1
219	Rokeby Road	Bridge O-44	Bridge	1	1	2
220	SW 91st Street	Bridge N-114	Bridge	3		3
223	N 14th Street	Bridge F-91	Paving	1		1
224	W Agnew Road	Bridge D-88	Bridge	1		1
226	Panama Road	Bridge D-88	Bridge	3		3
227	SW 29th Street	Bridge W-50	Bridge	1		1
230	Agnew Road	Bridge C-284	Bridge	2		2
233	W Branched Oak Road	Bridge C-253	Bridge	1		1
					TOTAL VOTES	85
*Additional votes for projects nearby on map, with funding already committed:						
91	S 68th Street	Hickman to Roca Road	Corridor Improvements		1	
92	Saltillo Road	S 27th Street to S 68th Street	Corridor Improvements		1	
96	S 68th Street	Firth Road to Stagecoach Road	Corridor Improvements		1	
98	S 98th Street	A S to O St	Paving		1	

99	N 14th Street	Alvo to Ashland	Corridor Improvements		1	
195	Arbor Road	Bridge F-201 near N 27th Street	Bridge		1	
214	Normal Boulevard	Van Dorn Street	Intersection		1	

Trail Projects

Project ID	Name	Limits	Project Type	Number of Votes – In-Person	Number of Votes - Online	Total Number of Votes
T-04	Woodlands	Jensen Park to Rokeby Rd	New Trail Segment	4	2	6
T-07	Landmark Fletcher	Rokeby Rd to S 70th St	New Trail Segment	4	1	5
T-09	Wilderness Hills	33rd St & Superior St	New Trail Segment	2	5	7
T-12	Stevens Creek		New Trail Segment	4		4
T-13	Cardwell Branch Trail		New Trail Segment	11	5	16
T-18	Deadmans Run Trail		New Trail Segment	14	1	15
T-20	Deadmans Run Trail		New Trail Segment	13	6	19

T-21	East Campus Trail		New Trail Segment	6		6
T-23	S 27th Street Connector		New Trail Segment	7	1	8
T-26	South Beltway Trail - Phase 1		New Trail Segment	6		6
T-27	Greenway Corridor Trail/Haines Beach		New Trail Segment	17	10	27
T-28	NW 56th Street Trail		New Trail Segment	1	4	5
T-33	Stevens Creek		New Trail Segment	2	2	4
T-34	N 48th Street/Bike Park Trail		New Trail Segment	1	3	4
T-38	Tierra Williamsburg		New Trail Segment	6	3	9
T-41	Mo Pac Trail		New Trail Segment	4	2	6
T-42	Mo Pac Trail		New Trail Segment	9	3	12
T-46	Prairie village Trail		New Trail Segment	1		1
T-47	Van Dorn Trail		New Trail Segment	5	3	8
T-51	South Beltway Trail - Phase 2		New Trail Segment	6	1	7
T-52	South Beltway Trail - Phase 3		New Trail Segment	11	1	12
T-54	Chris Beutler Trail		New Trail Segment	16	5	21
T-74	Oak Creek Trail		New Trail Segment	12	1	13
T-77	Little Salt Creek Trail		New Trail Segment	1	1	2
T-78	Salt Creek Trail		New Trail Segment	1		1

T-79	Stevens Creek Trail		New Trail Segment	4		4
T-82	Stevens Creek Trail		New Trail Segment	2	1	3
T-83	S 70th Street		New Trail Segment	1		1
T-84	Lincoln Standing Bear Trail		New Trail Segment	3		3
T-85	Oak Creek Trail		New Trail Segment	10	13	23
T-86	NW 40th St Connector		New Trail Segment	1	3	4
T-87	Stevens Creek Trail		New Trail Segment	5	4	9
T-88	Stevens Creek Tributary	S 98th Street to Stevens Creek	New Trail Segment		1	1
					TOTAL VOTES	272
*Additional votes for projects nearby on map, with funding already committed:						
T-03	Woodlands	Jensen Park to Rokeby Rd	New Trail Segment		2	2
T-24	S 56th Street Connector	Rokeby Rd to South Beltway	New Trail Segment		1	1
T-37	Rock Island	Old Cheney grade separated crossing	Sidepath		1	1
T-40	S 91st Street Trail	Nebraska Pkwy grade separated crossing	Grade Separation		2	2

Bike and Pedestrian Projects

Project ID	Street Name	Limits	Number of Votes – In-Person	Number of Votes - Online	Total Number of Votes
500	R St	N 12th St to N 16th St	1	1	2

501	R St	N 22nd St to N 35th St		2	2
502	13th St	Lincoln Mall to R St	4	3	7
503	G St/Randolph St	S 6th St to S 25th St	2		2
504	N 16th St	K St to R St	3	1	4
506	S 17th St	South St to A St		1	1
509	S 16th St	F St to K St		1	1
510	S 16th St	South St to F St	1	2	3
514	N 14th St	Vine St to Salt Creek Rdwy	1		1
515	R St	Pinnacle Arena Dr to 16th St	1		1
516	Pinnacle Arena Dr/Salt Creek Rdwy	N 8th St to Salt Creek Rdwy		4	4
519	Canopy St	N St to R St	1	1	2
521	S 21st St	G St to O St		2	2
523	J St	S 24th St to S 29th St		3	3
527	N St	S 23rd St to S 27th St	1	3	4
528	N 27th St	L St to R St	1		1
530	S 14th St	Hudson St to 13th St	2		2
531	Burnham St	Van Dorn Park to S 17th St	16	1	17
541	37th St	Calvert St to South St	1		1
544	N 11 St	Saunders Ave to Nance Ave	1		1
545	N 11 St	Nance Ave to Furnas Ave	2		2
546	N 11 St	Furnas Ave to Adams St	1		1
547	N 11 St	Adams St to Superior St	2		2
551	W Dawes Ave	W Cornhusker Hwy to N 1st St	1		1
552	W Fletcher Ave	Barons Rd to Purple Heart Hwy	1	1	2
556	N 66th St	Fairfax Ave to Taylor Park Dr	1		1
553	553 W Cornhusker Hwy/NW 12th St	NW 12th St Cornhusker Hwy to W Dawes Ave		2	2
556	N 66th St	Fairfax Ave to Taylor Park Dr		2	2
557	Sumner St	Normal Blvd to A St	1	2	3
558	R St	O St to N Cotner Blvd	2	5	7
567	Folkways Blvd	N 21st St to N 33rd St	1		1
581	Fairfield St	N 20th St to N 27th St		1	1

584	D St/Valley Rd	Alpha St to S 56th St	3		3
585	N 45th St	R St to W St	4		4
587	South St	Scott Ave to Billy Wolff Trail	3		3
588	S 37th St	Sumner St to G St	1	1	2
596	N 26th St	Randolph St to Fair St	1	1	2
597	N 22nd St	R St to Dudley St	2	1	3
598	X St	N 66th St to Havelock Ave		1	1
608	South St	S 61st St to E Manor Dr		1	1
612	Carlos Dr	A St to Starr St	3		3
613	N 76th St/ Urbana Ln	N 66th St to Eagle Dr	1		1
619	Old Cheney Rd	Warlick Blvd to S Folsom Rd		1	1
620	Tipperary Trail	Yankee Hill Rd to S 27th St	1	4	5
636	Cotner Blvd	Randolph St to Fair St	4	2	6
638	Havelock Ave	Cornhusker Hwy to Touzalin Ave	1		1
639	Havelock Ave	Touzalin Ave to N 84th St	1	2	3
650	A St	S 70th St to Cottonwood Dr	1		1
651	S 70th St	Yankee Hill Rd to Old Cheney Rd	2	2	4
652	Pine Lake Rd	S 84th St	3		3
657	N Shore Dr/E Shore Dr	Ashbrook Dr to S 84th St	1		1
659	Blanchard Blvd	S 70th St to Pinke Lake Rd	2		2
660	S 63rd St	Yankee Hill Trail to Brindle Ln	1	1	2
665	Sutherland St	Yankee Hill Rd to Yankee Hill Trail	1		1
673	Sunburst Ln/S 45th St	South St to O St		1	1
675	S 52nd St	O St to R St		1	1
691	Touzalin Ave	Adams St to Havelock Ave		1	1
696	A St	S 26th St to Rock Island Trail	2		2
699	SW 40th St	W Van Dorn St to North of W F St	1		1
700	W Van Dorn St	SW 47th St to Prairie Corridor Trail	2		2

710	S 70th st	Monterey Dr	4	1	5
715	N 45th St	W St to MoPac Trail	4		4
717	Yankee Hill Rd	S 48th St to S 70th St	5		5
718	Yankee Hill Rd	S 14th St	1		1
719	N 48th St	M St to Leighton Ave	5	1	6
722	S 14th St	Salt Creek to Pine Lake Rd	4	2	6
736	S 70th St	Old Post Rd to Monterey	5		5
747	Pioneers Blvd	S Coddington Ave	11		11
749	NW 27th St	W Fletcher Ave to W Alvo Rd		1	1
754	W P St	W S St to Sun Valley Blvd	2		2
759	S Folsom St	W Denton Rd to Pioneers Blvd	2		2
761	S 1st St	Saltillo Rd to Proposed Trail	1		1
762	Breagan Rd	Rokeby Rd to S 91st St	2		2
763	Old Cheney Rd	Billy Wolff Trail to Calvert St	1		1
772	48th St	M St to Billy Wolff Trail		1	1
773	48th St	Billy Wolff Trail to Calvert St	1		1
781	N 14th St	H St to R St		1	1
782	Cotner Blvd	Normal Blvd Indo Randolph St	1	5	6
786	Pine Lake Rd	27th St	1	1	2
787	Calvert St	Pace Blvd to Calvert St	1		1
788	Calvert St	44th St to 48th St		1	1
792	98th St	Glass Ridge Dr to Old Cheney Rd	1		1
795	Jane Ln	Norman Rd to Williamsburg Trail		2	2
804	77th St	Holmes Park Rd to A St	2		2
805	S 76th St	Nebraska Pkwy to Cooper Ave	2	1	3
811	Y St	N 17th St to N 22nd St	1		1
822	Prescott Ave	Teri Ln to S 58th St	5		5
828	Lake St t	S 11th St to S 20th S		1	1
829	J St	S 16th St to S 24th St		3	3
832	A St	Billy Wolff Trail to 48th St	6	6	12
839	76th St	Holmes Park Rd to Ringneck Dr	1		1
841	Cooper Ave	S 76th St to S 84th St	1		1

842	Lake St/Sheridan Blvd	S 20th St to S 44th St	1	4	5
849	Haverford Cir	Van Dorn St to L St		2	2
850	E Bermuda Dr	S 84th St to Sumner St	4	1	5
851	Gertie Ave	S 40th St to S 70th St	3		3
855	N 48th St	Benton St to Superior St		1	1
857	Fletcher Ave	NW 27th St to NW 12th St	3	1	4
858	NW 38th St	NW 48th to NW 27th St	2		2
859	Arbor Rd	Interstate 80 to Salt Creek		1	1
				TOTAL VOTES	267
*Comments received:					
add a new trail connector to the south to avoid hairpin turn to go towards Telegraph District					
Connect trail to Lake, West O = Shoulder is intermittent					

Projects Receiving Support Online – With Comments Entered

Lincoln Roadway – Linear Projects

Project ID	Project Description	Thumbs UP	Comment	Address
33	Intersection Improvements	1	bumper to bumper during rush hour	100 North 84th Street, Lincoln
33	Intersection Improvements	1	Very difficult to turn left from NB 84th to WB Adams	North 84th Street, Lincoln
51	4 lanes + int. impr. & bridge	1	Long overdue, finish the NE Arterial	3911 North 40th Street, Lincoln
59	New 4 lane divided highway	1	Yes to the East Beltway!	6819 South 120th Street, Walton
59	New 4 lane divided highway	1	we must make this a priority	3680 South 120th Street, Walton
59	New 4 lane divided highway	1	Make room for a trail along this cooridor and dont put in a road. Put in a trail and some	670 South 120th Street, Walton

			BRT or something else. We are choked with traffic and this will induce demand	
59	New 4 lane divided highway	1	Would get a lot of commuter traffic off of 84th	12001 Havelock Avenue, Lincoln
62	4 lanes + intersection improvements	1	This stretch is getting more and more dangerous with development and standing bear	South 70th Street, Lincoln
72	Reconstruction + bridges	1	Multiple conflicting merges between Superior and I80 clover	Interstate 80, Lincoln
76	Freeway with new interchanges	1	It's okay if Old Cheney doesn't connect to 77, but this vital roadway shouldn't be closed at this intersection. Make the State pay for an over pass or underpass with a trail along side. Don't cut off our neighborhoods like they did with interstates	Homestead Expressway, Lincoln
121	Intersection improvements 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	1	Please change this to a roundabout	4000 A Street, Lincoln
212	New Two Lane Road	1	Love the connection to the RAB	11000 South 27th Street, Roca
249		1	Make this a roundabout	4001 South Street, Lincoln
260		1	Please make this area more walkable	3293 A Street, Lincoln
260		1	Please change this to a roundabout	4000 A Street, Lincoln
261		1	Please add trail connections or some way to get through to the trail	1512 South 33rd Street, Lincoln
261		1	Add a trail crossing here to connect better across normal.	1512 South 33rd Street, Lincoln
261		1	Please make this area more walkable	3293 A Street, Lincoln
261		1	Rumors are going around in the neighborhood that they want to add roundabouts to a and 33rd st. PLEASE DO	1356 South 33rd Street, Lincoln

			THIS!! Make it safer. A lot of people are walking here.	
261		1	Please change this to a roundabout	3301 D Street, Lincoln
272		1	Please update this to make it more bike friendly	Capitol Parkway, Lincoln

Lincoln Roadway – Point Projects

Project ID	Project Description	Thumbs UP	Comment	Address
1	Major interchange work	1	Multiple conflicting merges between Superior and I80 clover	Interstate 80
79	Intersection improvements	1	I wish that the city council would not have altered funding to this project.	5633 South 16th Street
79	Intersection improvements	1	Intersection improvements are needed	5633 South 16th Street
133	Bridge Replacement	1	Please update this to make it more bike friendly	Capitol Parkway
144	Remove existing traffic signal and construct mini roundabout	1	Please change this to a roundabout	3301 D Street
151	Intersection Improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	1	bumper to bumper during rush hour	100 North 84th Street
214	Intersection improvements	1	While you are at it, add at least 1 lane to Normal.	Normal Boulevard
214	Intersection improvements	1	Need a better trail crossing into Holmes Lake	Normal Boulevard

* All addresses are in Lincoln, Nebraska.

Lincoln Roadway – Comments Not Associated with Projects

Thumbs UP	Comment	Address
1	Should this be a roundabout? I used to commute to work on the Mopac, and this intersection is messy. Pedestrians regularly move even if they don't have walk light. I think it's because it's a confusing and unpleasant place to be.	6236 Vine Street
1	This is a primary way in/out of the East Campus neighborhood. Going turning East onto Vine from 40th is problematic!	3934 Vine Street

*Addresses are in Lincoln, Nebraska.

Lancaster County Roadway Projects

Project ID	Project Description	Thumbs UP	Comment	Address
91	Two Lane Widening with Shoulders	1	This segment desperately needs to be widened due to high traffic to/from Hickman to Lincoln	16735 South 68th Street, Roca
96	Two Lane Widening with Shoulders	1	This segment desperately needs to be widened due to high school traffic	24300 South 68th Street, Firth
157	Two Lane Widening	1	a priority project over all others	800 South 148th Street, Lincoln

Lancaster County Roadways – Input Not Associated with Projects

Thumbs Up	Address
1	South 98th Street, Lincoln
1	Nebraska Highway 2, Roca
1	6200 Saltillo Road, Lincoln
1	1530 West Stockwell Street, Lincoln

1	9084 North 14th Street, Lincoln
1	Arbor Road, Davey
1	2720 South 98th Street, Lincoln
1	9100 Havelock Avenue, Lincoln
1	1201 Rokeby Road, Lincoln
1	Old Cheney Road, Lincoln
1	6901 West Adams Street, Lincoln
1	15111 Pioneers Boulevard, Walton
1	7500 Saltillo Road, Lincoln

Trails – Linear Projects

Project ID	Project Description	Thumbs Up	Comment	Address
T-03	New Trail	1	Don't leave Jensen Park unfinished.	Yankee Woods Drive, Lincoln
T-03	New Trail	1	Would be great for the new schools and LES employees	8700 Yankee Woods Drive, Lincoln
T-04	New Trail	1	Love any trails that link 40th of 56th Streets to Homestead trail and the YMCAs	9121 Wishing Well Drive, Lincoln
T-04	New Trail	1	This is in the plans, make Kreuger Dev get this done.	8925 South 71st Street, Lincoln

T-09	New Trail	1	This is in my backyard. Build it!	9741 South 34th Street, Lincoln
T-13	New Trail	1	Might as well extend the odd trail already started here	US Route 77, Lincoln
T-13	New Trail	1	This would be one of the best ways to safely get out of town and access gravel.	US Route 77, Lincoln
T-20	New Trail	1	Deadman's Run Trail was prioritized and in the previous fiscally constrained projects list. It's extremely frustrating to see that project reduced to detention ponds.	6100 Vine Street, Lincoln
T-20	New Trail	1	BUILD IT!!	5720 Abbey Court, Lincoln
T-20	New Trail	1	This NEEDS to get built	1800 North 52nd Street, Lincoln
T-27	New Trail	1	Fund the Prairie Corridor!	8505 West Denton Road, Denton
T-27	New Trail	1	PLEASE build this	8101 West Old Cheney Road, Denton
T-27	New Trail	1	Support the Prairie Corridor as a conservation and recreation asset	West Pioneers Boulevard, Lincoln
T-28	New Trail	1	Need more connections in Air Park	3810 Castle Circle, Lincoln
T-54	New Trail	1	This connection is needed ASAP	347 J Street, Lincoln
T-54	New Trail	1	I thought this was supposed to be done with the park development. I guess skaters were more important.	588 L Street, Lincoln
T-74	New Trail	1	Yes! Connect to downtown!	321 West Charleston Street, Lincoln
T-82	New Trail	1	Complete more trails before lincoln grows out there. That way we can have trail oriented development	1201 North 112th Street, Lincoln
T-85		1	Need access to downtown	701 Northwest 27th Street, Lincoln
T-85		1	Need to connect West Lincoln to the rest of Lincoln. This should be a much higher priority than other improvements. West O street is NOT bike nor pedestrian friendly.	3813 West Vine Street, Lincoln
T-85		1	We need trails to the airport and bike parking at the airport	972 North Lakeshore Drive, Lincoln
T-86		1	I'd really like to see a Walking, Running, Biking trail on W. 'O' St. from NW 48th to Downtown.	3930 West Cavalry Court, Lincoln
T-86		1	Need access to A St	801 Northwest 40th Street, Lincoln

T-87		1	A beltway trail is better than a road beltway	11745 Yankee Hill Road, Lincoln
T-87		1	We need more trails that the city can grow around and use as active transportation hubs to reduce car dependency	Lincoln East Beltway, Walton

Trails – Point Projects

Project ID	Description	Thumbs Up	Comment	Address
T-37	Grade Separation	1	Dangerous crossing	1630 Trelawney Drive
T-38	Grade Separation	1	Such a dangerous crossing currently	5701 South 30th Street
T-38	Grade Separation	1	Crossing	5701 South 30th Street
T-38	Grade Separation	1	Good idea	2931 Drawbridge Court
T-40		1	Feels like I'm trying to cross the interstate	9000 Amber Hill Court
T-40		1	Make Lincoln Biking Safe Again	9000 Amber Hill Court
T-42		1	Cyclists come around the corner here very fast. Worried they are going to ride right into traffic	600 South 84th Street
T-42		1	Extraordinarily dangerous crossing of Mo-Pac. It takes FOREVER for the light to change, so people (including me) often cross without 'walk'. A more timely crossing would be really valuable.	8350 North Hazelwood Drive

*All addresses are in Lincoln, Nebraska.

Trails – Comments Not Associated with Projects

Thumbs Up	Comment	Address
1	Put a roadside trail from lincoln to Malcolm	9600 Malcolm Road, Malcolm

1	Connect Malcolm to the lake via trail	Northwest 112th Street, Malcolm
1	Show Malcolm some love... build some trails	Northwest 112th Street, Malcolm
1	This is nearly impossible to cross safely on a bike. Try it sometime.	3202 South 10th Street, Lincoln
1	Safe bikeway for Kawsaki employees to commute to work	Purple Heart Highway, Lincoln
1	connect to Cowboy Trail and Great American Rail Trail!	3707 West Raymond Road, Raymond
1	Make a rail-with-trail connection between Lincoln and Valparaiso to support the Great American Rail-Trail	6400 West Rock Creek Road, Raymond
1	Lincoln to Raymond via under-utilized rail corridor	3601 West Waverly Road, Lincoln
1	Fund Trails with Rails to establish connection to Great American Rail Trail	7000 Northwest 27th Street, Lincoln
1	I used to regularly commute to work via the Mopac. This intersection always felt dangerous	North Antelope Valley Parkway, Lincoln
1	The Boosalis to Bison trail/bike route should be prioritized and funded. It has been on the trails plan for a long time. It connects two major trails in the network and it is difficult to estimate its impact without having safe crossing of 13th and 10th.	1600 Nebraska Parkway, Lincoln

Bike-Pedestrian - Projects

Project ID	Action	Facility Type	Comment	Address
501	Traffic calming, signing, marking	Bike Boulevard	We desperately need a safe bike/ped crossing here	416 North 27th Street
501	Traffic calming, signing, marking	Bike Boulevard	we need a bike boulevard here - and safe passage across 27th	3181 R Street
502	Restriping (Road Diet)	Separated Bike Lane	The N street cycle track is one of Lincoln's best bike facilities. We should prioritize more like it downtown where many folks aren't comfortable in bike lanes alone.	130 South 13th Street
502	Restriping (Road Diet)	Separated Bike Lane	I like that the city has added more bike lanes downtown, but every time I bring them up someone mentions that they don't feel safe in them. I	113 North 13th Street

			regularly see cars cross in to the one on 17th. If we protect these lanes, even with bollars, use should go up	
502	Restriping (Road Diet)	Separated Bike Lane	This should have been built a long time ago. So many people biking along this street.	1309 R Street
510	Restriping (Road Diet)	Buffered Bike Lane	Make these protected bike lanes and you will have something people actually use. No one can safely use painted bike lanes with nothing between them and the vehicles moving. Maybe put them on the other side of the parking.	1450 South 16th Street
516	Construction (Sidepath)	Sidepath	Would love to continue walking/riding my bike through these roundabouts, rather than having to walk all the way down and around the champions club.	North 10th Street
518	Restriping (Road Diet)	Bike Lane	With the South Haymarket Park an on street connection should be made between the Beutler Trail and the Jamaica N trail and should be prioritized. This should involve pavement assessment and evaluation of rr crossings	South 6th Street
523	Restriping (Lane Diet)	Bike Lane	J Street is a bike route, but crossing capitol parkway feels very dangerous except for the underpasses. A safe crossing here would greatly improve my access to the wider trail network	2404 J Street
523	Restriping (Lane Diet)	Bike Lane	Please extend this up to woods park!	601 South 29th Street
523	Restriping (Lane Diet)	Bike Lane	Build MORE protected bike lanes	2500 J Street
527	Restriping (Lane Diet)	Separated Bike Lane	If you build it with a bike focused crossing it will get used if you dont it will not get used.	201 South 27th Street
527	Restriping (Lane Diet)	Separated Bike Lane	Build MORE protected bike lanes	2400 N Street
531	Signing and Marking	Sidepath	Bison to Boosalis should be prioritized and funded. Its impact would be significant!	3201 South 10th Street
553	Construction (Widen Sidewalk)	Sidepath	Would love for the path continue from the airport area to the highlands, instead of randomly ending right before it.	Northwest 12th Street
556	Restriping (Road Diet)	Sidepath	I live in taylor meadows. I take this route to get to the mopac because it's the fastest way to get on a safe trail. I'm always nervous about getting hit, especially near O st	111 South 66th Street
557	Traffic Calming, Signing, Marking	Bike Boulevard	Add in a better trail crossing to this area.	3600 Sumner Street

557	Traffic Calming, Signing, Marking	Bike Boulevard	Would like to see this crossing improved for additional safety	3600 Sumner Street
558	Restriping (Lane Diet)	Separated Bike Lane	Make sure this intersection is bike friendly!!	4343 O Street
558	Restriping (Lane Diet)	Separated Bike Lane	Build it so it is protected like N St bike lane or make it a seperated trail	333 North 44th Street
558	Restriping (Lane Diet)	Separated Bike Lane	PLEASE BUILD a seperated and protected bike lane no paint. Put actual infrastructure in like bollards.	401 North 44th Street
558	Restriping (Lane Diet)	Separated Bike Lane	Make sure the crossing to get to gateway is bike friendly.	401 North Cotner Boulevard
558	Restriping (Lane Diet)	Separated Bike Lane	MAKE this a full on bike lane like N street	403 North 48th Street
558	Restriping (Lane Diet)	Separated Bike Lane	I see a surprising number of people walking or biking to super saver. Walking next to busy streets is rough, having calm routes may enable even more to take active transit to these stores	5000 Central Park Drive
588	Signing and Marking	Bike Boulevard	This intersection needs to be safer for bikes. No one slows down on this road.	1100 South 37th Street
595	Restriping (Lane Diet)	Bike Boulevard	we need a safeway to cross 27th	1455 North 26th Street
597	Restriping (Lane Diet)	Bike Lane	This should be a bike lane tomorrow. I regularly travel here.	1020 North 22nd Street
598	Signing and Marking	Bike Boulevard	63rd needs curb extensions, roundabouts, and/or other traffic calming.	2317 North 63rd Street
598	Signing and Marking	Bike Boulevard	North South travel currently difficult from my neighborhood	6240 Adams Street
619	Construction (Sidepath)	Sidepath	this is a critical link to connect	Homestead Expressway
620	Signing and Marking	Bike Boulevard	and move the useless Knolls ped crossing here	5641 Tipperary Trail
620	Signing and Marking	Bike Boulevard	The intersection of Essex & Tipperary is still a safety concern even with pedestrian crosswalks. Further enhancements to reduce speeds or promote safer crossings would be great.	5235 Tipperary Trail

639		Bike Route	Provide this connection to reach the event center safely	8301 Havelock Avenue
639		Bike Route	Would make getting groceries feel safer	6402 Havelock Avenue
675	Restriping (Lane Diet)	Separated Bike Lane	Build protected bike lanes along all busy corridors.	301 North 52nd Street
691	Restriping (Lane Diet)	Buffered Bike Lane	Beautiful street for cycling	5901 Fremont Street
719	Construct sidepath at current standards	Sidepath	A widened 48th street trail and sidewalk is much needed. Make sure we do bicycle protected intersections.	443 North 48th Street
722	Construct sidepath to current standards	Sidepath	Continue sidepath to Saltillo Rd	7130 South 14th Street
722	Construct sidepath to current standards	Sidepath	Connection need between 14th and Pine Lake Rd trails and Vavrina Blvd trail. Existing sidewalks and crossing 14th St is hazardous due to traffic speed and congestion from SW high school. Widen side path along 14th St and add cross walk near Vavrina Blvd	Vavrina Boulevard
782		Sidepath	56th & A seems like the black hole of bike paths/lanes. Any improvements near here would be great!	1344 South Cotner Boulevard
782		Sidepath	This might be one of the only arterial streets in Lincoln without a usable sidewalk.	1212 South Cotner Boulevard
782		Sidepath	Consider cycle track or protected bike lanes rather than side path on cotner.	1145 Fall Creek Road
782		Sidepath	Cotner is such a great connector, but feels very unsafe for bikes and peds	5445 Valley Road
782		Sidepath	There is a service area gap in the bike facility and trail service area map around the corner blvd area. Consider putting bike lanes or a protected bike facility there.	888 South Cotner Boulevard

788		Bike Lane	Build MORE protected bike lanes	4547 Calvert Street
795		Bike Route	Heard about a possible RRFB here for crossing 27th Street. Traffic is going too fast and will not be able to stop with the given sight distance/vertical curves. Crossing should not be encouraged here.	2700 Jane Lane
804		Bike Boulevard	A safe connection to holmes is needed with this bike lane.	7300 Sherman Street
832		Sidepath	Please also change this crossing to be more ped and bike friendly	3200 A Street
832		Sidepath	Make this intersection more ped and bike friendly so people can get to the zoo easier.	3200 A Street
832		Sidepath	This would be a great bolster to the 33rd and A project, enabling active transportation around the area and connecting to other trails	4245 A Street
832		Sidepath	Continue the trail on A st all the way to 70th	4800 A Street
832		Sidepath	A Street needs a protected crossing for cyclists going E-W and crossing over Capitol Parkway	3236 A Street
842		Buffered Bike Lane	No, sheridan blvd. needs to remain as it is. The existing sidewalks provide plenty of space for PEDS and bikes.	3193 Sheridan Boulevard
849		Bike Boulevard	Ensure that bikes have room to navigate vehicles and pedestrians.	6145 South Street
855		Sidepath	Dangerous getting from 48th to trail along 84th	4021 North 48th Street

*All addresses are in Lincoln, Nebraska.

Bike-Pedestrian – Comments Not Associated with Projects

Thumbs UP	Comment	Address
1	Fix this gap	2901 A Street
1	This is much needed to get to campus	3134 Holdrege Street
1	we need a continuous 14th st. trail north.	3400 North 14th Street

1	we need a continuous 14th st. trail north.	1910 North Antelope Valley Parkway
1	The potholes and cracked asphalt on D are terrible for cycling!	1215 South 40th Street
1	More protected active transit to East campus makes a lot of sense. There is a high population of active transport around the campus	2844 Holdrege Street

*All addresses are in Lincoln, Nebraska.

Open Ended Comments

	Comment	Primary Theme	Secondary Theme	Goal Alignment	Source
1	I think we should focus on making a concentrated area with great walkability and mixed use. Then people can experience how great it can be instead of experiencing partial implementations that are hamstrung by the danger of spaces mostly designed for cars.	Walkable Communities	Land Use & Development	Livability & Travel Choice	Online Comment
2	Need bus transportation to go to the South like by Standing Bear High School. It needs to expand, the area is growing.	Transit Improvements	Growth Areas	Access & Opportunity	Online Comment
3	Rising costs of car ownership make this a prime time to prioritize public, multi-modal transit projects. The only way to reduce congestion is to prioritize other modes of transit to connect Lincoln's neighborhoods, old and new. Bring back streetcars.	Transit Improvements	Multimodal Transportation	Access & Opportunity	Online Comment
4	Nebraska is one of 13 states along the Great American Rail Trail - a coast-to-coast trail that is more than 50% complete. Lincoln's trail system, specifically the Mo-Pac are the Great American Rail Trail. I want the city of Lincoln to highlight GART!	Trails & Regional Connectivity	Tourism/Economic Development	Economic Vitality	Online Comment
5	Please include the opportunity to create a trail connection in Lancaster Co. between Lincoln to	Trails & Regional Connectivity	Active Transportation	Livability & Travel Choice	Online Comment

	the northwest to the Oak Creek Trail in Valparaiso. This will be a vital connection for the Great American Rail-Trail and a great resource for Raymond too.				
6	Put a stoplight at Superior + Bel Ridge Dr	Traffic Safety	Intersection Improvements	Safety & Security	Public Meeting Card
7	There have been 2 fatalities at 10th & High in the last six years. Residents nearby have tried for decades to get a safe crossing – cyclists need to cross there to connect Bison & Boosalis trails – Van Dorn Park visitors need to get across to the park. The traffic has increased due to Super C, Z's BBQ. We need a user activated traffic signal!!!! Related projects – Roadway – 35 & 82, although they're big and may not include 10th & High. Trailway #531 – connecting Boosalis & Bison.	Traffic Safety	Active Transportation	Safety & Security	Public Meeting Card
8	Feel like the Vision Zero plan is more progressive and conducive to encourage walking & bicycling in our community. Would strongly prefer that we be bolder in our infrastructure to encourage more of this activity. Only way to get more to walk&bike	Traffic Safety	Active Transportation	Safety & Security	Online Comment
9	Within my community, there needs to be a slowing of traffic since there are too many vehicles and large trucks who are driving in excess while there are two elementary schools, many churches, many elderly and small children walking on 27th-40th and D St.	Traffic Safety	Neighborhood Livability	Safety & Security	Online Comment
10	Given the increase in fatal crashes in our community, we need to be prioritizing safety for all road users, especially the most vulnerable. Connectivity, separation from car traffic and access for all ages and abilities needs to be key focus	Traffic Safety	Active Transportation	Safety & Security	Online Comment

11	Lincoln streets need to be fixed and wided	Roadway Maintenance & Capacity		Maintenance, Mobility & System Reliability	Online Comment
12	An item making me INSANE on my daily commute. I've tried contacting the City various ways and also the Telegraph District, but nobody can tell me what we're to see skeleton back.	Project Communication & Transparency	Customer Service/Coordination	Funding & Cost Effectiveness	Public Meeting Card
13	It would be helpful to see whether project is mainten. or new – for priority – a little visibility into decision-making, cost \$	Project Communication & Transparency	Project Prioritization	Funding & Cost Effectiveness	Public Meeting Card
14	Your Comp Plan link is not working				Online Comment
15	I think this system is difficult to operate. It seems I could only support projects that already had a thumbs up. I couldn't navigate how to create a new thumbs up in the system. Your data may be skewed.				Online Comment
16	The bottling co building would make a great Mobility Oriented Development. It is along the trail and bus routes and has buildings nicely situated to allow for restaurants and retail trail adjacent.	Mobility-Oriented Development	Land Use & Development	Economic Vitality	Online Comment
17	For MOD show districts where MOD could be implemented. Show how zoning overlays and special districts with requirements could work. Aka orienting doors and patio space toward trails. Allowing former industrial to comvert to brewery.	Mobility-Oriented Development	Land Use & Development	Economic Vitality	Online Comment
18	Do not turn 9th & 10th Streets into 2-lane + bike paths. There are already bike paths on 13th St. Encourage ADU's be built into new construction. Please encourage development of College View, Bethany, Havelock, Airpark.	Land Use & Development	Roadway Operations	Economic Vitality	Public Meeting Card
19	I'd also like to see reasonable parking spaces in all new construction. Also solar panels required	Land Use & Development	Sustainability	Environmental Sustainability	Online Comment

	on all new construction to save on electricity costs for businesses and homes.				
20	Build up not out and strive for a conservation corridor encircling the city.	Land Use & Development	Environmental Conservation	Environmental Sustainability	Online Comment
21	Mobility plan. If districts are made for MOD zoning changes could be made to attract retail and restaurants and breweries in those districts.	Land Use & Development	Mobility-Oriented Development	Economic Vitality	Online Comment
22	Gold Star!	General Support			Public Meeting Card
23	Lincoln Littles would welcome a meeting to discuss how child care fits into the great neighborhood concept. Thanks for all you do to support child care in Lincoln!!	Community Services	Walkable Communities	Access & Opportunity	Online Comment
24	Speaking as a UNL student, I am grateful for existing facilities near the 3 campuses, but I want to express that I'd appreciate continued connections to City, East, and Innovation campuses...	Active Transportation	Transit Improvements	Livability & Travel Choice	Public Meeting Card
25	Cornhusker Highway needs safe space/sidewalks for bike transportation.	Active Transportation	Safety	Livability & Travel Choice	Public Meeting Card
26	Would love to see the new bike trail in southeast Lincoln. We have the houses out here now, we just need a trail. Especially along 84th to get to the school.	Active Transportation	Growth Areas	Livability & Travel Choice	Online Comment
27	When will the path be listed on West 'O' St. from NW 48th St to Downtown?	Active Transportation	Project Communication & Transparency	Livability & Travel Choice	Online Comment
28	At a time when we have uncertainty about fuel sources, and climate change, I would urge accelerating the efforts to spur more active transportation with protected bike lanes. Research shows improved safety for all users of the road and greater usage	Active Transportation	Traffic Safety	Safety & Security	Online Comment
29	O Street may as well be a canyon to traverse if you're not a car. The design of this 5-7-lane hwy	Active Transportation	Community Connectivity	Livability & Travel Choice	Online Comment

	that cuts through Lincoln disregards the quality of life of nearby residents - up to a half mile on either side. It completely separates neighborhoods N & S.				
30	The more we are able to incorporate universal design the better we will be prepared for extreme weather. Buildings/neighborhoods/spaces, environments, and services that are accessible and usable by all people, regardless of age, ability, or status.	Accessibility & Universal Design	Resilience	Access & Opportunity	Online Comment
31	I'd like to see building codes require basic accessibility standards--wide doorways, cabinets that can accommodate wheelchairs, etc., in a high proportion of housing. It's cheaper to do these when first constructing rather than adding later.	Accessibility & Universal Design	Housing	Access & Opportunity	Online Comment

Other Comments from In-Person Open House

Automatically activated crossing beacons at trail crossings
Better signage on bike X, raise ADA
Some people do not feel comfortable w/ buffered bike lanes. would prefer better protection and separation
Dirt trails next to paved trails? Eg. Bentonville, AR
Access to Billy Wolff Trail across normal blvd + Van dorn
Trail to woods park needed
Jamie Ln + Pioneers button is far away
Land or T23 for Sale - explanation of WP?
10th + High Boosalis connector
Preserve Stevens Creek Corridor + put a trail on it
Nive RR cross on Pioneers/ Old Cheney so Jamaica traffic can flow
Safety of e-bike and e-moto users at crossings [Funding Activity]

Emailed Comments

I was hoping to share my public comment regarding this planning process. The text box on the virtual open house had a restrictive character limit, so I hope you will consider accepting my submission via email.

I am a lifelong resident of Lincoln. I love Lincoln.

I have traveled extensively around the region, the Midwest, and the United States. Unfortunately, when compared to its Great Plains, Midwest, university town, and demographic peers, Lincoln—while economically robust—is struggling to be vibrant. By that I mean we have relatively few unique local shops, a lagging dining scene, uninspired storefronts, and no bustling pedestrian zones. Lincoln is known to many locals and visitors as "an overgrown small town," not a city in its own right.

I bring this up because I have a personal hypothesis that certain local conditions reinforce this: Lincolniters do not leave the house. They order things online, have food delivered, and demand wide driving lanes and ample surface parking. The consequences are described above. These are the voices I believe you will hear overwhelmingly in public comment.

Lincoln is not a small town. Even if it were, it is a university town and should be much more vibrant than it is. Lincoln needs to stop occupying this half-in, half-out stance on whether it is a city. It needs to choose to be a city. We need to get people out of their houses—on their feet, on two wheels, and on transit.

I hope this planning process will take a holistic look at how to address these vibrancy issues. They are costing us growth, economic activity, and quality of life. Frankly, it is harder to be proud of Lincoln when you have seen what much smaller cities are capable of being.

Thank you for the update, folks,

I appreciate the increased engagement. To be fair, the engagement touched about 2% of Lincoln's population. Liz is well versed in Asset Based Community Development (A.B.C.D.) model.

How do we engage those who can't make it to a pop ups, get special emails, and take on - line surveys? It is these 98% that really matter - if for no other reason there is an income demographic that is under represented or not represented.

We go to the schools, parks, grocery stores and gas stations with out message . . . hook them in 30sec by letting them know you want to hear their voice and provide an method of engagement - maybe a 3 question conversation on what is most important.

Liz is clear and states often in her presentations "we are a car centric city who will not change their priorities of convenience over multi-modal transport.

Multi modal is not and has not been funded to the degree of Traffic Engineering as demonstrated by the lack of safe access to parks and public areas.

You have a \$300K entry level housing market that does not support a population that can afford \$150K - \$200K with NeighborWorks experiencing limited funding due to the national administration. Rent is out of control often owned by investment companies and not maintained.

Please address how parks will be planned as the current model of school level association model (grade schools playgrounds get this and middle schools get that) with pre-determined equipment in the adjacent park limits the footprint of a public area. The idea is to invite and engage the whole family in public spaces.

When we ask the people what they want in their park, the doors open to natural skill paths, botanical with seating, and less playground equipment. We forgot to ask the families, kids especially how they play together :)

I thank you for your work - it is not the engaging work of the 90's and early 2000's, our mayor had different priorities for Lincoln.