

**Narrative Report of the Results of  
A Study of Public Attitudes and Opinions  
Regarding Transportation and Mobility Issues  
in Lincoln and Lancaster County**

**Prepared for  
Lincoln/Lancaster County Planning Department  
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## 2001 Public Opinion Survey of Transportation and Mobility Issues in Lincoln and Lancaster County

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### Executive Summary

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#### INTRODUCTION

A total of 817 residents of Lancaster County, Nebraska were contacted and interviewed by telephone between April 18th and June 8th, 2001. Of the 817 respondents, 501 were drawn randomly in Lincoln and Lancaster County, supplemented with an additional 98 surveys of Arnold Heights residents and 218 surveys among residents of zip codes/neighborhoods that had a high incidence of low income or minority households. The maximum margin of error associated with the total or random digit dial (RDD) sample of 501 is  $\pm 4.4\%$ .

Survey items were mutually agreed upon by representatives of the Lincoln/Lancaster County Planning Department and Sigma Group. The survey averaged less than fifteen minutes to complete by telephone. All interviewers were employed by Sigma Group and were trained in the specific needs and uniqueness of the 2001 Public Opinion Survey of Transportation and Mobility Issues for the Lincoln/Lancaster County Planning Department.

A more complete discussion of the study objectives and the findings are presented in the full narrative report following this summary. The next few pages are intended to provide a brief overview of the major study findings and Sigma Group's observations based on those findings.

#### MAJOR STUDY FINDINGS

##### ***Consumer Driving Habits***

- With the average household size of 2.7 people, the average number of drivers per household was exactly 2.0.
- The average number of operational vehicles (2.1), and the average number of drivers (2.0) per household coincide almost exactly.
- An average of 1.5 household members drove to work on an average weekday.
- Virtually all respondents traveled to work by car or truck (94%), with only low income and minority respondents being very likely to use the bus

(7%, 10%, respectively), walk (7%, 5%), or carpool (4%, 5%). Three percent of low income respondents rode a bike.

- Lincoln and Lancaster County residents surveyed tend to leave at various times of day to go to work, to school, or to run errands, but half of all of the surveyed drivers (50%) are on the road for some portion of the 7:00 to 8:00 a.m. time period.
- Since the average person drives 16.6 minutes to get to work, it is fortunate that area residents leave in fairly equal waves across the 15-minute day parts in the morning. One in six (16%) leave between 6:00 and 7:00 a.m., then a fifth (19%) leave between 7:00 and 7:15 a.m., one in seven (14%) between 7:15 and 7:30, a tenth (10%) from 7:30 to 7:45 a.m., and substantially fewer in each 15-minute day part after 7:45 a.m.
- More than half of "work drivers" described the traffic during their drive to work as "moderate" (48%) or "light to moderate" (3%). Another two in five reported that the traffic was light (38%). Only one in eight reported that traffic is heavy (9%) or moderate to heavy (3%) during their drive.
- Overall, nearly nine out of ten drivers described the traffic on their work drive to be no worse than "moderate" (89%).
- The return trip from work for those surveyed was spread much more evenly across the various day parts than was the drive to work, with only a quarter indicating that they leave work between the hours of 5:00 and 6:00 p.m. (23%). This compared to more than twice that proportion that reported leaving home to go to work between 7:00 and 8:00 a.m. (49%).
- The drive home was substantially longer (19.4 minutes), on average, than was the drive to work (16.6 minutes), as reported by area "work-drivers."
- Respondents were nearly three times as likely to describe the traffic during their drive home to be "heavy" (30%) or "moderate to heavy" (5%) as was observed for the drive to work (9%, 3%). Still, the plurality of respondents described the traffic during their drive home to be "moderate" (42%).
- On the drive home from work, only half the proportion of respondents judged the traffic to be "light" (20%), when compared to the drive to work (42%).

- Respondents who reported driving home between 4:46 and 5:00 (59%), 5:16 to 5:30 (59%), 5:01 to 5:15 (46%), or 5:31 to 6:00 (45%) were very likely to indicate that traffic was "heavy" or "moderate to heavy."
- It should be noted that, although the drive home for respondents was spread more broadly across several hours than was the drive to work (23% drive home between 5:00 and 6:00, compared to 49% who reported driving to work between 7:00 and 8:00), the traffic is reported to be heavy by a much greater proportion of respondents for the drive from work to home. This is explained by the fact that there is a great deal more traffic, besides "work-drivers," during the 5:00 to 6:00 hour than there are during the 7:00 a.m. to 8:00 a.m. "rush hour."

### ***Perceptions of Transportation, Traffic, and Mobility in Lincoln***

- A majority of the Lincoln and Lancaster County residents surveyed indicated that they were "mostly satisfied" with the current traffic conditions around Lincoln (54%). Only one respondent in twenty (5%) said they were "very satisfied." Two out of five residents responded with a "dissatisfied" response, but most of those were also "mostly" (30%) rather than "very" (10%) dissatisfied.
- Nearly one in five respondents indicated that they feel one of the two biggest problems with getting around in Lincoln is that the traffic lights are not well-timed or synchronized (19%). Nearly as many said that some streets need to be wider (17%), with an additional six percent giving responses pertaining to more specific aspects of widening streets (turn lanes, four lanes, bottleneaking as streets narrow).
- When looking at broad topical categories, issues relating to street building, improvement, or repair were mentioned frequently by area residents, with five different attributes being named by five or more percent of respondents. Other responses were categorized as relating to traffic lights, traffic in general, the behavior of Lincoln drivers, and public transportation.
- Virtually no one (6%) failed to name at least one problem they felt was significant (5% named nothing, and 1% could not name any specific issue). The average person named 1.6 topics of concern to them.
- Respondents were more satisfied than dissatisfied with traffic flow during six of the seven time periods assessed. Respondents were substantially less satisfied with traffic between 4:00 and 6:00 in the afternoon (2.16 on a scale of 4.00) than with any other time period. This was true for every demographic/geographic subgroup.

- Lunch time traffic (2.60) and morning "rush" traffic (2.65) were second and third in terms of being less satisfying times to drive.
- Respondents were satisfied, for the most part, with traffic movement between 9:00 and 11:00 (3.05), after 6:00 p.m. (2.90), between 1:00 and 4:00 (2.83) and on weekends (2.73).
- Respondents were significantly more satisfied with traffic movement in the East-West direction (2.66) than they were with the major North-South streets (2.38).
- Exactly half (50%) expressed some degree of dissatisfaction with the movement of North-South traffic, while only a third (33%) were dissatisfied to some extent with East-West traffic flow.
- Respondents were most likely to agree that they frequently see people not paying close attention to their driving due to distractions (3.21). They were nearly as likely to agree that they sometimes adjust their travel route to avoid heavy traffic (3.18), that they often notice intersections that should have a left turn arrow (3.16), and that a lot of people run red lights in Lincoln (3.15). More than two in five residents strongly agreed with these statements (41% - 49%).
- Respondents were also more likely to agree than disagree with seven additional statements. More than seven in ten (71%) agreed that much of the traffic problems or congestion would be solved if road construction and repairs were better coordinated, and a similar level of agreement was observed with the notion that a lot of drivers drive too fast (70%). Nearly as many agreed (69%), but less strongly so, that they sometimes adjust their travel time to avoid heavy traffic. Three out of five (60%) agreed that many of Lincoln's traffic problems are caused by drivers that don't seem to know how to drive, very similar to their agreement that they often notice intersections that they think should have a traffic signal (61%). Finally, slightly more people agreed (50%) than disagreed (45%) that preserving the character of older homes and neighborhoods is more important than widening roads through those areas.
- Of the Lincoln and Lancaster County residents surveyed, more disagree than agree with seven opinion statements, especially with the idea that they sometimes take StarTran buses or shuttles (92% disagreed, 78% strongly). Only one respondent in seven (14%) said that they sometimes adjust their mode of travel, by using a bike, bus, etc., to avoid heavy traffic, while 85% disagreed. Three respondents in five

disagreed that the major streets are adequate to carry the current traffic load (61%), or that they have adjusted the time of day they work to avoid heavy traffic (62%).

- Although more people agreed than disagreed that they would pay higher wheel tax or other tax to help pay for improvements in the streets and transportation system (52% agreed, 46% disagreed), those in disagreement expressed stronger feelings, with 28% **strongly** disagreeing, and only half that proportion (14%) strongly agreeing.

### ***Use of Public Transportation and Non-Vehicle Forms of Transportation***

- Only one respondent in twelve reported a household member using StarTran bus or shuttle transportation on a regular basis (8%).
- Minority (23%) and low income (19%) respondents were, by far, the groups most likely to report a household member who regularly uses StarTran.
- Three out of five respondents said they didn't know of anything that StarTran could do or change to cause their household to ride the bus more often (60%).
- Respondents were most supportive of a tax increase to provide "park and Ride" parking lots, with nearly half saying they would support such a tax increase (45%). Slightly fewer would be supportive of a tax increase to provide bus service seven days a week (39%) or later in the evening (39%). Fewer than a quarter would support an increase to eliminate bus fares (23%).
- Minorities and low income respondents were more likely to support each proposed tax increase, with half to three-fifths of each group supporting three of the four proposed tax increase objectives.
- While fewer than one in ten (9%) respondents reported that one or more adult (18+) members of their household regularly rode a bike to work or school, fully a third (34%) indicated that they would consider doing so.

### ***Public Perceptions on Policy and Funding "Trade-Offs"***

- By an overwhelming margin, Lancaster County residents preferred that more public funds be spent to build roadways and improve street systems in Lincoln (68%), rather than spending that money on encouraging the use of non-vehicle or public transportation (29%).

- By a substantial majority, those surveyed would prefer having fewer traffic signals or intersections on main roads to allow for fewer stops from one destination to another (56%), rather than having more stops and lights, which would provide better access to businesses and neighborhoods along those roads.
- Three out of five respondents (59%) preferred to leave major streets as two lanes, with a turning lane, to avoid impacting older homes and neighborhoods.
- Lincoln and Lancaster County residents were evenly split as to whether the city should widen key four-lane highways and streets to six lanes to improve traffic flow (48%) or keep them four-lanes to preserve the current appearances of businesses and landscape (49%).

### **CONCLUDING REMARKS**

Sigma Group appreciates the confidence demonstrated by the City of Lincoln and the Planning Department in our research capabilities and philosophies. We welcome the opportunity to be of further assistance in any way possible, in the further analysis or discussion of these study data, or in the conduct of additional primary research. We extend a special note of appreciation to Mike Brienzo, Kent Morgan, and Kathleen Sellman of the Planning Department for their help in ensuring that the 2001 Transportation and Mobility Study effort was a success.

**SECTION I  
INTRODUCTION  
AND SAMPLE CHARACTERISTICS**

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## Introduction

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The Lincoln/Lancaster County Planning Department commissioned Sigma Group, LLC. of Lincoln, Nebraska to conduct a public opinion survey of the general public in Lincoln and Lancaster County. The study was intended to document public attitudes toward various transportation and mobility issues facing City and County as plans are made for directing future improvement, maintenance, and development of streets, roadways, and other means of transportation within Lincoln and Lancaster County. Specifically, the research objectives of the study were as follows:

1. To determine important community issues and concerns related to planning, maintaining, and developing streets, roadways, and other means of transportation within the City of Lincoln and Lancaster County;
2. To allow City and County residents an opportunity to voice their opinions on travel and mobility issues for use in the development of a new Comprehensive Plan and Long Range Transportation Plan; and
3. To use the survey results to inform citizens of important issues and decisions in the community, which may not otherwise be fully understood.

The further objective of this study is to provide a series of "benchmarks" against which future measurements can be compared to assess the degree of success achieved in meeting the perceived transportation and mobility planning and development goals identified in this study. The information gained in attempting to meet these stated objectives is intended to be used to better understand "public opinion" on issues pertaining to traffic, driving, public

transportation, alternative forms of transportation, and other mobility issues among Lincoln and Lancaster County residents, and to implement strategies and plans that will help to direct future planning and development of streets, roadways, and other modes of travel in a manner that is satisfactory to the citizenry of Lancaster County.

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## **Methodology**

In order to meet these objectives, a random disproportionately-stratified sample of 817 respondents in Lancaster County was selected and interviewed by telephone between April 18th and June 8th of 2001. For this study, 501 respondents were drawn and completed randomly and proportionately, by zip code, from across the County. A disproportionately high "supplemental sample" of 218 was also included from the neighborhoods in Central Lincoln that would be more likely to produce a substantial number of low income and/or minority "householders." Also of special interest were residents of the Arnold Heights area, which was also over-represented for the purposes of this study (n=98). When referring to the "total results" of Lincoln/Lancaster County residents, only the representative random sample of 501 respondents is used, and the designation "RDD" (random digit dial) sample is employed throughout this report.

The RDD sample of 501 can be considered to be representative of Lancaster County residents. For the other target groups, the 98 surveys are of Arnold Heights residents, the 98 "minority" surveys are representative of minority residents (non-whites and white-Hispanic respondents) of Lancaster County, and the 196 "low income" respondents are representative of low income residents.

income residents were defined as those under age 65 earning less than \$25,000 annually, and those age 65 and over earning less than \$15,000. It would not, however, be appropriate to combine any of these subsets of the total sample of 817, because it would then be a disproportionate sample, not accurately reflecting the characteristics or opinions of the total study area.

When the male or female head of household was not available during the first telephone contact, as many as five additional callbacks were made in order to complete the interview. This callback procedure is a quality control mechanism for obtaining a high response rate among area "householders," which ensures a representative random sample. The interviewers involved in the project were experienced and professionally trained Sigma Group interviewers. A majority of the surveys were conducted in English, and 15 surveys were conducted in other languages (Vietnamese, Spanish). All fieldwork was validated by supervisory "listen-ins" and observation, and all completed questionnaires were edited and coded independently to ensure the accuracy of the data.

### **Survey Instrument**

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Survey items for the study were mutually agreed upon by representatives of Sigma Group and the Lincoln/Lancaster County Planning Department. L/LCPD had responsibility for identifying the topical question areas desired, while Sigma Group had responsibility for writing items that were technically correct and without bias. A copy of the survey instrument is provided in Appendix A of this report.

**Stability of Results**

The maximum expected statistical range of error for a sample of 501 respondents is  $\pm 4.4\%$ . Stated more simply, if 100 different samples of 501 persons each were randomly chosen from the given population, 95 times out of 100 the total results obtained would vary no more than  $\pm 4.4$  percentage points from the results that would be obtained if the entire population were surveyed. As the sample size decreases, the expected error range increases; for example, the expected error range for the respondents located in the West area (zips 68522, 68524 and 68528; n=28) would be  $\pm 18.5\%$ . Among residents of Arnold Heights (n=98) or minority respondents (n=98), the maximum expected range of error would be  $\pm 9.9\%$ . Caution should be exercised in the interpretation and generalization of findings based on small subsamples (e.g. for specific age, gender, or zip code groups).

The error ranges for a sample of 501 respondents and for various response distribution patterns, at the 95% level of confidence, are shown below:

<b>EXPECTED ERROR RANGE FOR A MARKET SAMPLE OF 501 RESPONDENTS*</b>									
Results About:	10%	20%	30%	40%	50%	60%	70%	80%	90%
Error Range:	$\pm 2.6$	$\pm 3.5$	$\pm 4.0$	$\pm 4.3$	$\pm 4.4$	$\pm 4.3$	$\pm 4.0$	$\pm 3.5$	$\pm 2.6$

\* At the 95% level of confidence

In other words, if 30% of all 501 respondents answered "yes" to a particular question, 95 times out of 100 in similar studies, the results to that same item should be between 26% and 34%, or within  $\pm 4.0\%$  of the result obtained if every area household were surveyed.

**Sample Design**

The Lancaster County zips were grouped into eight sub-areas, as shown below:

<b>TABLE 1 DISTRIBUTION OF STUDY SAMPLE (Randomly Generated Sample; n=501)</b>				
<b>Area</b>	<b>Zip</b>	<b>Town</b>	<b># of Surveys</b>	<b>% of Total Sample</b>
<b>North Central</b>			<b>90</b>	<b>18%</b>
	68503	Lincoln	26	
	68508	Lincoln	17	
	68521	Lincoln	47	
<b>North East</b>			<b>61</b>	<b>12%</b>
	68504	Lincoln	30	
	68507	Lincoln	31	
	68514	Lincoln	0	
	68517	Lincoln	0	
<b>East</b>			<b>91</b>	<b>18%</b>
	68505	Lincoln	31	
	68510	Lincoln	57	
	68520	Lincoln	3	
	68527	Lincoln	0	
<b>South</b>			<b>114</b>	<b>23%</b>
	68502	Lincoln	55	
	68506	Lincoln	59	
<b>Far South</b>			<b>90</b>	<b>18%</b>
	68512	Lincoln	18	
	68516	Lincoln	68	
	68523	Lincoln	1	
	68526	Lincoln	3	
<b>West</b>			<b>28</b>	<b>6%</b>
	68522	Lincoln	10	
	68524	Lincoln	8	
	68528	Lincoln	8	
	68532	Lincoln	2	
<b>South Lancaster County</b>			<b>22</b>	<b>4%</b>
	68317	Bennet Area	4	
	68339	Denton Area	3	
	68372	Hickman Area	5	
	68404	Martell/Princeton Area	4	
	68419	Panama Area	1	
	68430	Roca Area	2	
	68438	Sprague Area	1	
	68461	Walton Area	2	
<b>North Lancaster County</b>			<b>5</b>	<b>1%</b>
	68402	Malcolm Area	3	
	68428	Raymond Area	1	
	68462	Waverly Area	1	
<b>TOTAL</b>			<b>501</b>	

Again, the sample was designed to result in 501 surveys completed proportionately within the Lancaster County, and an additional 100 in the Arnold Heights area, and 200 from those neighborhoods identified as being most likely to contain lower income and minority respondents in order to include a significant representation of opinion among members of those "communities." A small proportion of Lancaster County residents live outside of the zip codes defined as Lincoln. The five percent of respondents that lived outside of Lincoln zip codes (27 people) are combined as one "rural Lancaster County" region for discussion in this study. A map of the study area is provided in Appendix B.

Respondents were most likely to live in the zip code areas identified as South (23%), Far South (18%), East (18%) or North Central (18%).

## **Reports Prepared**

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Lincoln/Lancaster County Planning Department has been provided, under separate cover, a complete set of tabular results including frequencies and percentages by demographic classification. These results will serve as reference material and may be consulted for overall planning purposes. The written analysis prepared and presented herein is based upon both descriptive and inferential statistical analyses of the data and focuses on what Sigma Group has determined to be the most meaningful or useful findings of the study.

## Sample Characteristics

Table 2 presents the demographic information about participants in the study:

<b>TABLE 2 DEMOGRAPHIC CHARACTERISTICS</b>				
	RDD (n=501)	Target Group:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Gender:</b>				
Male	46%	37%	51%	43%
Female	54	63	49	57
<b>Geographic Area: (based on zip code)</b>				
North Central	18%	-	70%	54%
North East	12	-	2	7
East	18	-	3	10
South	23	-	3	12
Far South	18	-	10	3
West	6	100%	10	13
Lancaster County	5	-	1	2
<b>Age:</b>				
18-24	13%	5%	17%	27%
25-34	20	31	27	23
35-44	21	28	18	15
45-54	21	22	17	13
55-64	13	10	12	12
65-74	8	3	7	7
75+	5	1	1	2
<b>Average Age</b>	<b>44.5</b>	<b>41.6</b>	<b>40.8</b>	<b>39.3</b>
<b>Household Size:</b>				
1	17%	5%	11%	34%
2	40	34	30	32
3	20	27	27	19
4	15	17	11	8
5 or more	9	17	17	7
Refused	-	-	4	1
<b>Average Size</b>	<b>2.7</b>	<b>3.2</b>	<b>3.1</b>	<b>2.3</b>
<b>Any Children:</b>				
Yes	35%	52%	42%	26%
No	65	48	58	74

- continued -

**TABLE 2 - Continued  
DEMOGRAPHIC CHARACTERISTICS**

	RDD (n=501)	Target Group:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Residence in Lincoln/Lancaster County:</b>				
Less than 1 year	2%	1%	3%	4%
1 to 3 years	8	5	11	14
3 to 5 years	5	6	11	14
5 to 10 years	13	13	29	13
10 years or more	72	74	46	55
<b>Hispanic Descent:</b>				
Yes	1%	3%	15%	4%
No	99	97	83	96
Don't know/refused	-	-	2	-
<b>Race:</b>				
White	93%	91%	5%	80%
Black	2	2	28	6
Asian	1	-	36	7
Native American	1	2	8	1
Hispanic	1	3	9	3
Other/mixed	2	2	14	2
Refused	1	-	-	2
<b>Income:</b>				
Less than \$15,000	8%	8%	14%	44%
\$15,000<\$25,000	14	12	27	56
\$25,000<\$35,000	12	21	16	-
\$35,000<\$45,000	12	24	19	-
\$45,000<\$55,000	10	12	8	-
\$55,000<\$75,000	17	13	5	-
\$75,000 or more	21	7	6	-
Don't know/refused	6	1	4	-
<b>Average (\$000)</b>	<b>49.0</b>	<b>40.7</b>	<b>33.4</b>	<b>15.6</b>

- Just over half of the respondents in the study were females (54%), similar to the gender proportions that exist in the adult population of the county.
- As observed in Table 1, nearly a quarter of respondents lived in the South part of Lincoln, with nearly a fifth living in each of three other areas - North Central (18%), East (18%), and Far South (18%). About one household in eight was found in the zips identified as the North East area (12%), and substantially fewer lived in the West Lincoln zip codes (6%).
- There was an excellent distribution of respondents, by age, with one in eight being between the ages of 18 and 24 (13%). Another eighth were over age 65 (13%), with the same proportion in the 55 to 64 year age group (13%). A fifth of respondents were observed in each of the ten-year age ranges of 225 to 34 (20%), 35 to 44 (21%), and 45 to 54 (21%). While one in three respondents, overall, were under age 35, fully half of the "lower income" group (under \$25,000, or under \$15,000 among those over age 65) were under 35 years of age.
- One respondent in six reported living alone, with the largest plurality of households (40%) having two members. With just under half of households having three or more individuals (44%), the average household size was 2.7 people. Residents of Arnold Heights (3.2) and minority households (3.1) were somewhat larger, on average, than the average Lancaster County household (2.7).
- One in three households contained at least one child (35%), with Arnold Heights residents (52%) and minority households (42%) being more likely to have children.
- Nearly three out of five householders reported living in the County for at least ten years (72%). One in eight (13%) had lived in the area for 5 to 10 years. One in ten said they had lived in the county for less than three years (10%).
- In the random (RDD) sample, only one percent indicated they were of Hispanic descent (1%). Of the 98 minority respondents surveyed in the RDD portion of the study, and the supplemental sample of "minority neighborhoods," fifteen (15%) reported being Hispanic, with only four percent of low income (4%) and three percent of Arnold Heights (3%) residents indicating that they were of Hispanic origin.
- Thirteen out of fourteen respondents (93%) reported being white. Of the remaining seven percent (7%) of the random sample and those obtained from the supplemental "minority" special sample interviews, the largest plurality reported being Asian (36%), with just over a quarter being black

(28%). Eight respondents were Native Americans, and fourteen named a different or mixed race.

- Of the fifteen Hispanic respondents in the study, nine indicated their race as Hispanic, five were white, and one was black.
- The average household income was \$49,000, with one in five households earning more than \$75,000 (21%). One in six (16%) earned between \$55,000 and \$75,000, while households were fairly evenly distributed across the \$45,000 to \$55,000 (10%), \$35,000 to \$45,000 (12%), \$25,000 to \$35,000 (12%), \$15,000 to \$25,000 (14%), and under \$15,000 (8%) ranges. Minorities were nearly twice as likely to report incomes of less than \$25,000 (41%) as were those in the total sample (22%).
- Across geographic areas in the total random (RDD) sample, average income levels and age differed considerably, as shown below. West area residents were the youngest on average, and were the least likely to be living alone. East area residents were the oldest, on average. Far South area residents had the highest average incomes, and were the most likely to have children. North Central area residents were the most likely to be new to the area, and were the most ethnically diverse.

DEMOGRAPHIC INFORMATION BY GEOGRAPHIC LOCATION								
	RDD: Geographic Area							
	RDD (n=501)	North Central (n=90)	North East (n=61)	East (n=91)	South (n=114)	Far South (n=90)	West (n=28)	Lanc. County (n=27)
<b>Average age</b>	<b>44.5</b>	<b>40.4</b>	<b>40.4</b>	<b>49.9</b>	<b>45.4</b>	<b>46.0</b>	<b>36.0</b>	<b>49.3</b>
% age <35	33%	44%	39%	26%	32%	23%	61%	11%
% age 65+	13	7	5	27	13	11	7	11
<b>Average income</b>	<b>49.0</b>	<b>41.7</b>	<b>43.6</b>	<b>43.4</b>	<b>49.0</b>	<b>63.5</b>	<b>54.0</b>	<b>51.0</b>
% with income of less than \$15,000	8%	12%	8%	13%	5%	1%	7%	11%
% with income of \$75,000+	21	11	8	16	22	42	21	22
<b>Average household size</b>	<b>2.7</b>	<b>2.6</b>	<b>2.7</b>	<b>2.7</b>	<b>2.4</b>	<b>2.8</b>	<b>2.6</b>	<b>2.9</b>
% with only one in household	17%	27%	10%	13%	22%	14%	4%	7%
<b>% With Children</b>	<b>35%</b>	<b>36%</b>	<b>34%</b>	<b>36%</b>	<b>28%</b>	<b>43%</b>	<b>29%</b>	<b>37%</b>
<b>% New to area (less than 3 yrs)</b>	<b>10%</b>	<b>16%</b>	<b>8%</b>	<b>5%</b>	<b>10%</b>	<b>12%</b>	<b>7%</b>	<b>7%</b>
<b>% Hispanic</b>	<b>1%</b>	<b>6%</b>	<b>-</b>	<b>-</b>	<b>2%</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>% White</b>	<b>93%</b>	<b>87%</b>	<b>97%</b>	<b>95%</b>	<b>97%</b>	<b>90%</b>	<b>93%</b>	<b>96%</b>

**"How many people live in your household that currently have a valid driver's license?"**

**"Now, how many vehicles do you have that someone in your household regularly drives on area streets and highways?"**

<b>TABLE 3 DRIVERS AND CARS</b>				
	RDD (n=501)	Target Group:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Average Household Size</b>	<b>2.7</b>	<b>3.2</b>	<b>3.1</b>	<b>2.3</b>
<b>Valid Driver's License</b>				
None	3%	-	8%	13%
1	20	16	28	41
2	61	72	49	34
3	12	-	11	7
4	4	2	2	5
5 or more	1	-	1	1
Don't know/refused	-	-	1	-
<b>Average number of licenses</b>	<b>2.0</b>	<b>2.0</b>	<b>1.8</b>	<b>1.5</b>
<b>Vehicles for household</b>				
None	3%	-	11%	14%
1	21	23	35	48
2	53	60	39	24
3	16	11	11	7
4	5	4	2	5
5 or more	2	1	1	2
Don't know/refused	-	-	1	-
<b>Average number of vehicles</b>	<b>2.1</b>	<b>2.0</b>	<b>1.6</b>	<b>1.4</b>

- With the average household size of 2.7 people, the average number of drivers per household was exactly 2.0. Minority and low income households were more likely to report having no drivers (8%, 13% respectively), or just one driver (28%, 41%) than the total sample.
- For the most part, the average number of vehicles, and the distribution of responses (having one vehicle, two, etc.) followed closely the number of drivers in the household.

**SECTION II  
WORK HABITS & TRANSPORTATION**

**"How many days per week, do you, personally, leave your home to go to work?"**

<b>TABLE 4 DAYS PER WEEK WORKED</b>				
	Target Group:			
	RDD (n=501)	Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Days Per Week Respondent Works:</b>				
None	21%	19%	21%	26%
1-2	2	1	2	2
3-4	6	6	3	7
5	53	62	54	50
6-7	17	10	19	15
Don't know/refused	1	1	-	1
<b>Average days worked (total)</b>	<b>4.0</b>	<b>4.1</b>	<b>4.1</b>	<b>3.8</b>
<b>Average days worked (among workers)</b>	<b>5.1</b>	<b>5.1</b>	<b>5.2</b>	<b>5.1</b>

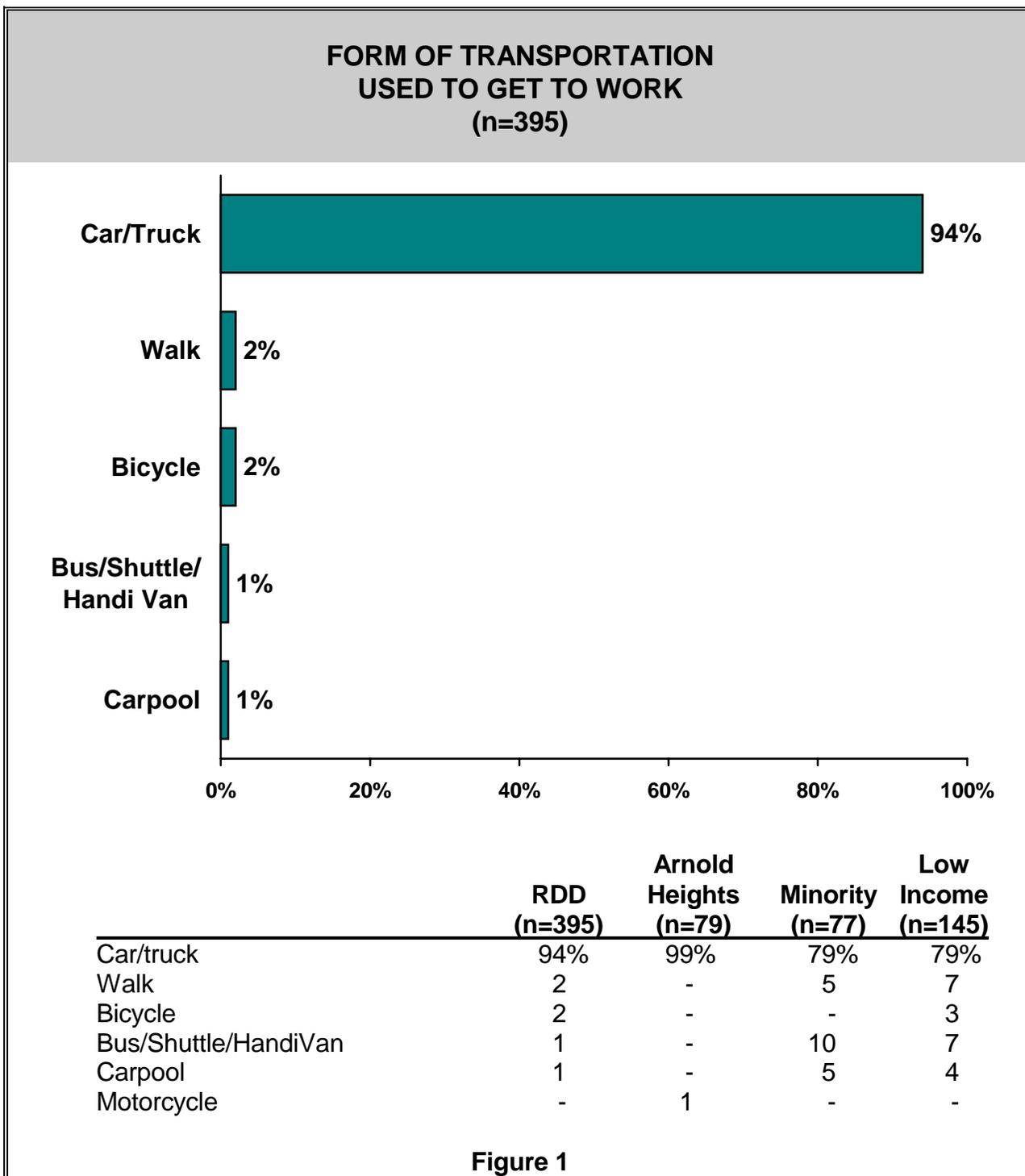
- Seven out of ten respondents left home to go to work five or more days per week (70%). Arnold Heights and minority respondents were slightly more likely to go to work at least five days per week (72%, 73% respectively), while low income respondents were less likely (65%).

**TABLE 5  
DAYS PER WEEK WORKED  
BY AGE GROUP**

	RDD: Age Group						
	RDD (n=501)	18-24 (n=65)	25-34 (n=100)	35-44 (n=103)	45-54 (n=104)	55-64 (n=65)	65+ (n=64)
<b>Days Per Week Respondent Works:</b>							
None	21%	9%	11%	12%	8%	28%	80%
1-2	2	3	3	2	2	5	-
3-4	6	3	7	10	3	6	5
5	53	46	58	57	75	51	9
6-7	17	37	21	19	13	11	3
Don't know/refused	1	2	-	-	-	-	3
<b>Average days worked (total)</b>	<b>4.0</b>	<b>4.9</b>	<b>4.5</b>	<b>4.5</b>	<b>4.7</b>	<b>3.5</b>	<b>0.8</b>
<b>Average days worked (among workers)</b>	<b>5.1</b>	<b>5.4</b>	<b>5.1</b>	<b>5.1</b>	<b>5.0</b>	<b>4.9</b>	<b>4.7</b>

- Only about one in ten of those under age 55 reported not working outside the home, with those in the "child-bearing" and "child-rearing" age groups of 25 to 44 being slightly more likely to report that they do not leave home to go to work (11% to 12%). In fact, among those age 25 to 44 who had children, 17% reported that they did not work outside of the home, compared to only three percent (3%) of 25 to 44 year olds who did not have children.
- Those in the 65 and over (80%) group and between the ages of 55 and 64 (28%) were substantially more likely to report no trips to work during an average week.
- The younger the respondents' age, the more trips were made to work per week.

**"What form of transportation do you usually use to get to work?"**



**Figure 1**

- Virtually all respondents traveled to work by car or truck (94%), with only low income and minority respondents being very likely to use the bus (7%, 10%, respectively), walk (7%, 5%), or carpool (4%, 5%). Three percent of low income respondents rode a bike.

**"How many drivers in your household drive to work on an average weekday?"**

<b>TABLE 6 DRIVERS WHO WORK ON AVERAGE WEEKDAY</b>				
	RDD (n=501)	Target Group:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Average Household Size</b>	<b>2.7</b>	<b>3.2</b>	<b>3.1</b>	<b>2.3</b>
<b>Average Number of Licenses</b>	<b>2.0</b>	<b>2.0</b>	<b>1.8</b>	<b>1.5</b>
<b>Drivers Who Work:</b>				
None	16%	3%	23%	31%
1	30	42	37	39
2	45	51	32	21
3	7	3	6	5
4	2	1	1	5
Don't know/refused	-	-	1	-
<b>Average number who work (total)</b>	<b>1.5</b>	<b>1.6</b>	<b>1.2</b>	<b>1.1</b>

- An average of 1.5 household members drove to work on an average weekday.
- While, again, only a small number of households reported that no household member drives to work on an average weekday (16%), such householders that reported no work-related drive were more prevalent among low income (31%) and minority (23%) households.

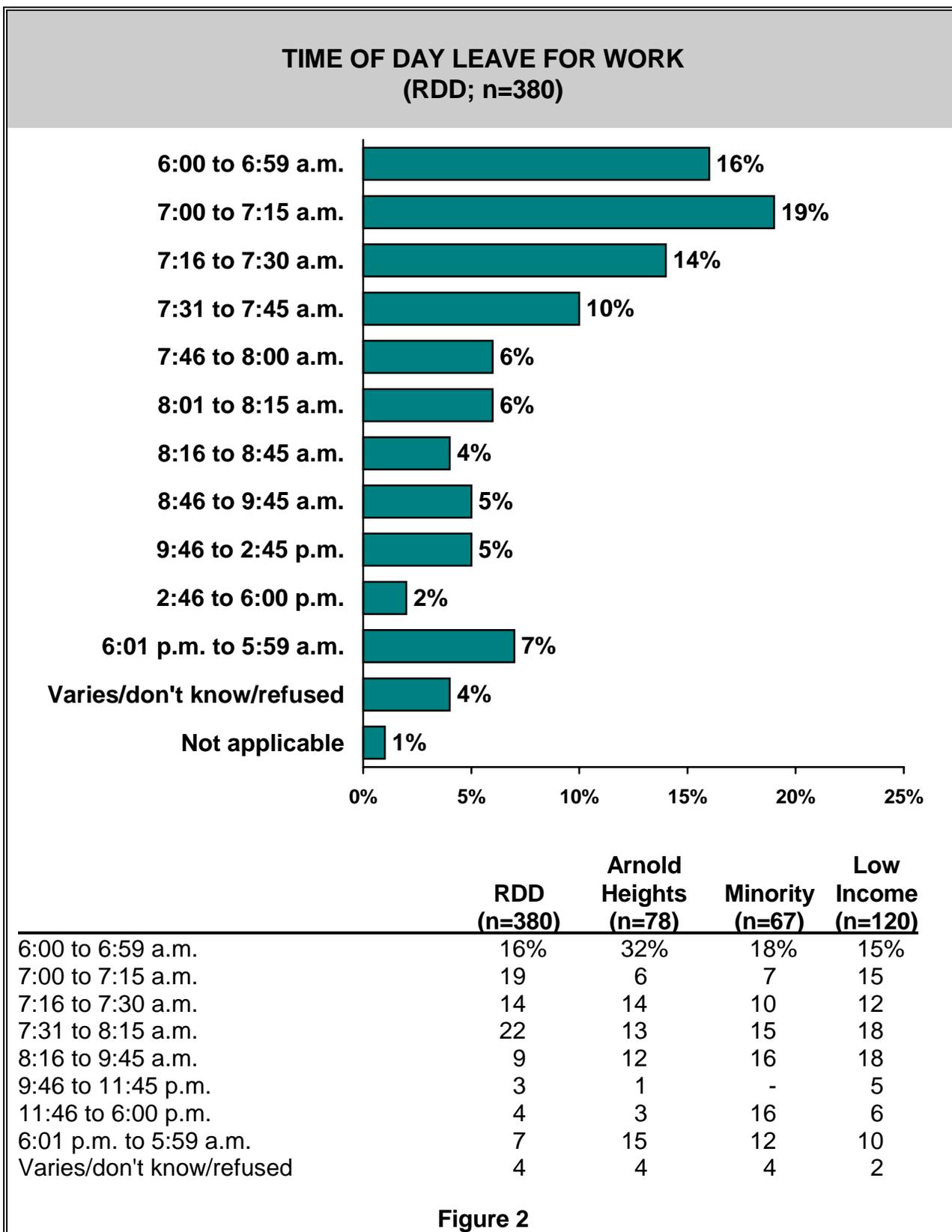
The 383 respondents who reported that they drove to work most weekdays were asked:

***"Do you, personally, work inside the city of Lincoln, in Lancaster County but outside of Lincoln, or outside of Lancaster County?"***

<b>TABLE 7 RESPONDENT'S WORK LOCATION</b>				
	RDD (n=383)	Target Group:		
		Arnold Heights (n=79)	Minority (n=67)	Low Income (n=122)
Lincoln	91%	91%	93%	93%
Lancaster County - outside Lincoln	3	3	3	2
Other County	5	5	4	2
Don't work	1	1	-	2
Don't know/refused	-	-	-	1
<b>Town work in (Frequencies)</b>	<b>(n=32)</b>	<b>(n=6)</b>	<b>(n=5)</b>	<b>(n=5)</b>
Omaha	6	3	1	2
Near Lincoln city limit	5	1	1	-
Crete	3	-	1	-
Ashland	2	-	-	-
Beatrice	2	-	-	-
Waverly	2	-	-	-
Malcolm	1	-	-	-
Seward	-	1	1	-
Other	5	1	-	2
All over/travels	6	-	-	-
Refused	-	-	1	1

- Nine out of ten of the 383 respondents from the RDD sample that reported driving to work most weekdays indicated that they work in Lincoln (91%).
- Of those 32 respondents who work outside of Lincoln, six drive to Omaha, six have mobile jobs in which they drive "all over" to go to work, and a similar number reported that they work near the Lincoln city limit, just not in Lincoln (5).

**"What time of day do you usually leave home to go to work?"**



- Obviously, Lancaster County residents leave at various times of day to go to work, but half (49%) reported leaving home between the hours of 7:00 and 8:00 a.m. Another 10% reported leaving between 8:01 and 8:45 a.m. It is important to remember that this question looks at individual driving patterns, not household. In all, 56% of the respondents in Lancaster County reported being on the streets and roadways between 7:00 a.m. and 8:15 a.m. This includes only those who are traveling to get to work. Information on travel to school, or for other purposes is discussed later in this report.
- One "working driver" in six reported leaving home for work most days, between 6:00 and 6:59 a.m. (16%). Residents of Arnold Heights were twice as likely to leave for work during the 6:00 to 6:59 a.m. hour (32%). Arnold Heights residents are also twice as likely to drive to work sometime during the evening or early morning hours of 6:01 p.m. to 5:59 a.m. (15% vs. 7% for the total random sample of those who drive to work).
- In light of the finding that the average person drives 16.6 minutes to get to work (see Figure 3), it is fortuitous that area residents leave in fairly equal "waves" about every fifteen minutes. One in six, again, leave between 6:00 and 7:00 a.m. (16%), a fifth leave between 7:00 and 7:15 (19%), one in seven (14%) leave between 7:15 and 7:30, and a tenth (10%) leave from 7:30 to 7:45. Significantly fewer leave home during each 15-minute daypart after 7:45.
- An examination of travel times by geographic location shows that respondents in the West area and in rural Lancaster County were more likely to leave for work before 7:15 than were residents of other areas.

DAY PART IN WHICH TRAVEL TO WORK BY GEOGRAPHIC LOCATION						
		6:00 - 6:59 a.m.	7:00 - 7:15 a.m.	7:16- 7:30 a.m.	7:31 - 7:45 a.m.	7:46 - 8:00 a.m.
Total (RDD)	(n=380)	16%	19%	14%	10%	6%
<b>RDD: LOCATION</b>						
North Central	(n=64)	17	20	16	11	2
North East	(n=52)	13	19	12	8	4
East	(n=58)	12	22	16	14	5
South	(n=85)	16	14	15	8	7
Far South	(n=76)	11	22	18	12	9
West	(n=25)	24	24	4	12	8
Lancaster County	(n=20)	30	10	10	5	-

**"From the time you leave your home to the time you arrive at work, how many minutes does that drive take you, on an average day?"**

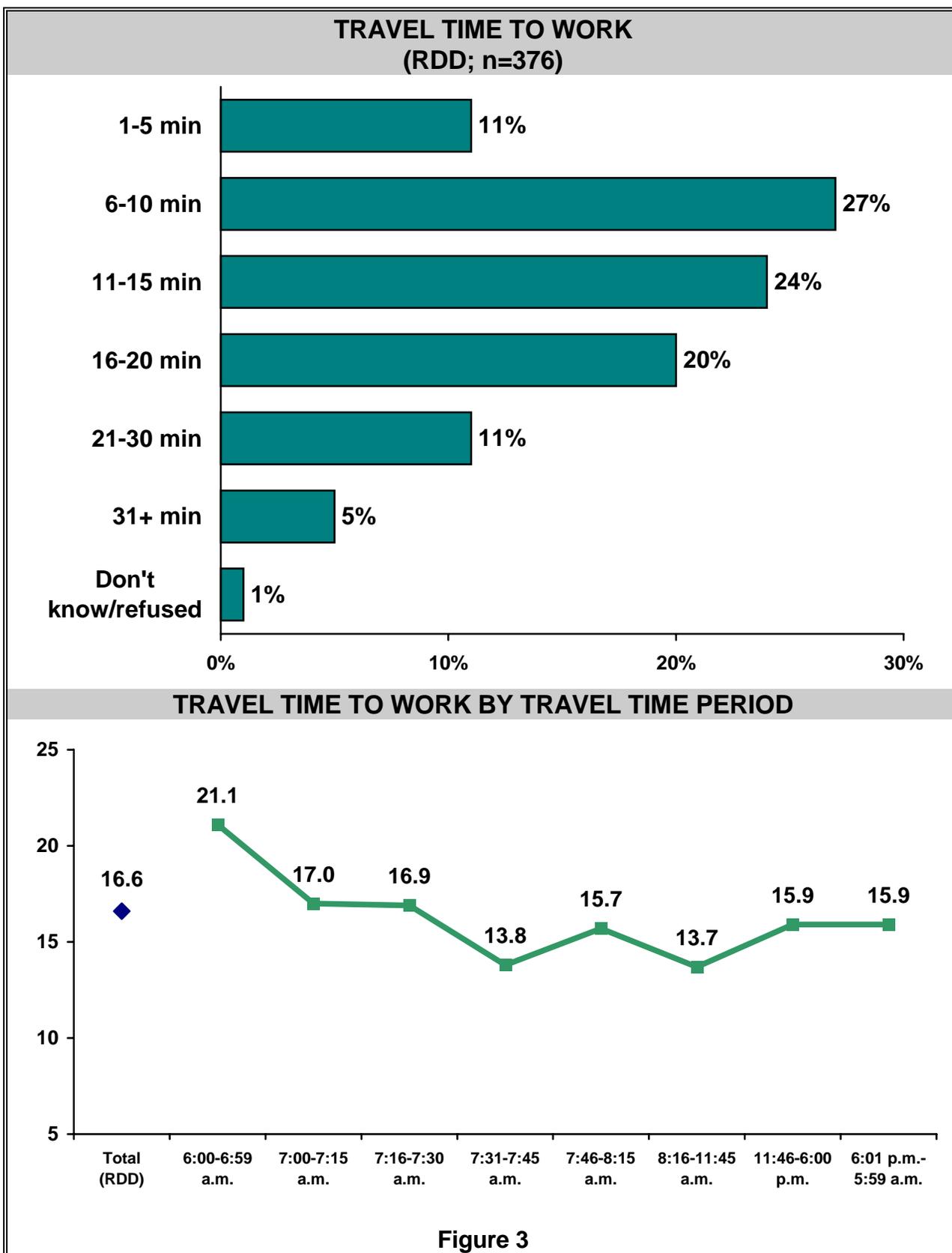


Figure 3

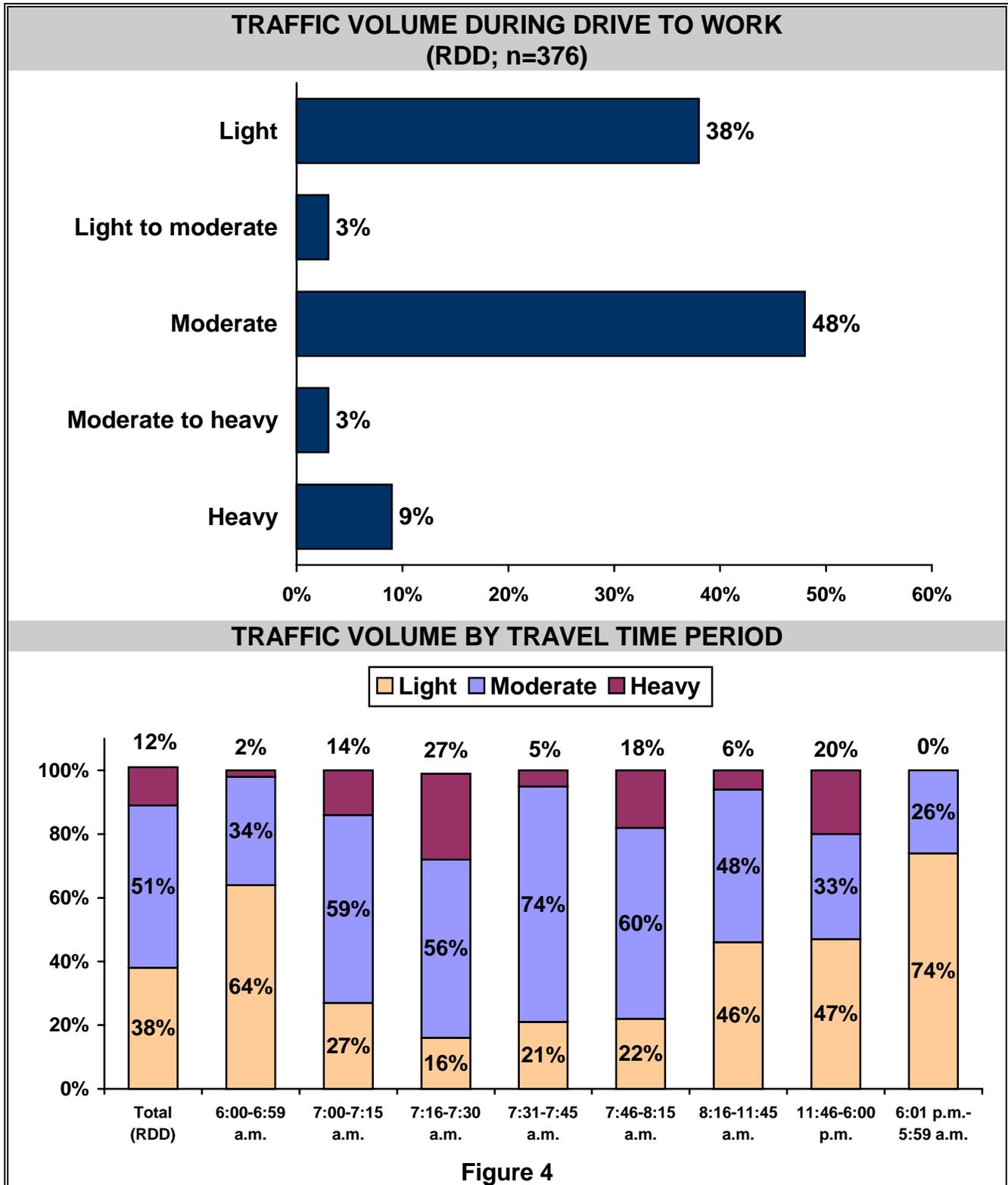
- A slight plurality of people reported that their drive to work takes between six and ten minutes (27%), with a similar number indicating a drive of between 11 and 15 minutes (24%).
- Overall, nearly two in five "work drivers" reported that their drive takes ten minutes or less (38%). About a third reported a drive of between 16 and 30 minutes (31%), while five percent (5%) reported a drive time in excess of half an hour. These were most likely the drivers that drive to work in Omaha each day.
- The bottom section of Figure 3 reveals that those drivers who leave for work before 7:30 drive slightly longer, on average, than those who leave after 7:30.
- Residents of rural Lancaster County (25.5 minutes), Arnold Heights (19.4), and the Far South zip codes in Lincoln (19.4) reported the longest drives to work, while those in North Central (13.6) and South (14.3) Lincoln reported the shortest drives.

<b>TRAVEL TIME TO WORK BY TARGET GROUP AND GEOGRAPHIC LOCATION</b>					
		Average Drive Time	Drive time:		
			1-10 min	11-20 min	21+ min
Total (RDD)	(n=376)	16.6	38%	44%	16%
<b>TARGET GROUP</b>					
Arnold Heights	(n=78)	19.4	25	49	26
Minority	(n=67)	16.0	39	46	15
Low income	(n=119)	15.5	48	34	18
<b>RDD: LOCATION</b>					
North Central	(n=64)	13.6	52	39	9
North East	(n=52)	16.1	38	44	17
East	(n=56)	16.9	39	48	13
South	(n=83)	14.3	48	41	8
Far South	(n=76)	19.4	24	53	24
West	(n=25)	16.4	52	32	16
Lancaster County	(n=20)	25.5	-	45	55

- There were no significant differences, by gender, or trends, by age, in the reported drive times.
- There was a pattern in the results by income levels, with driving time increasing slightly as incomes increased.

**"Would you describe the traffic during your drive to be...?"**

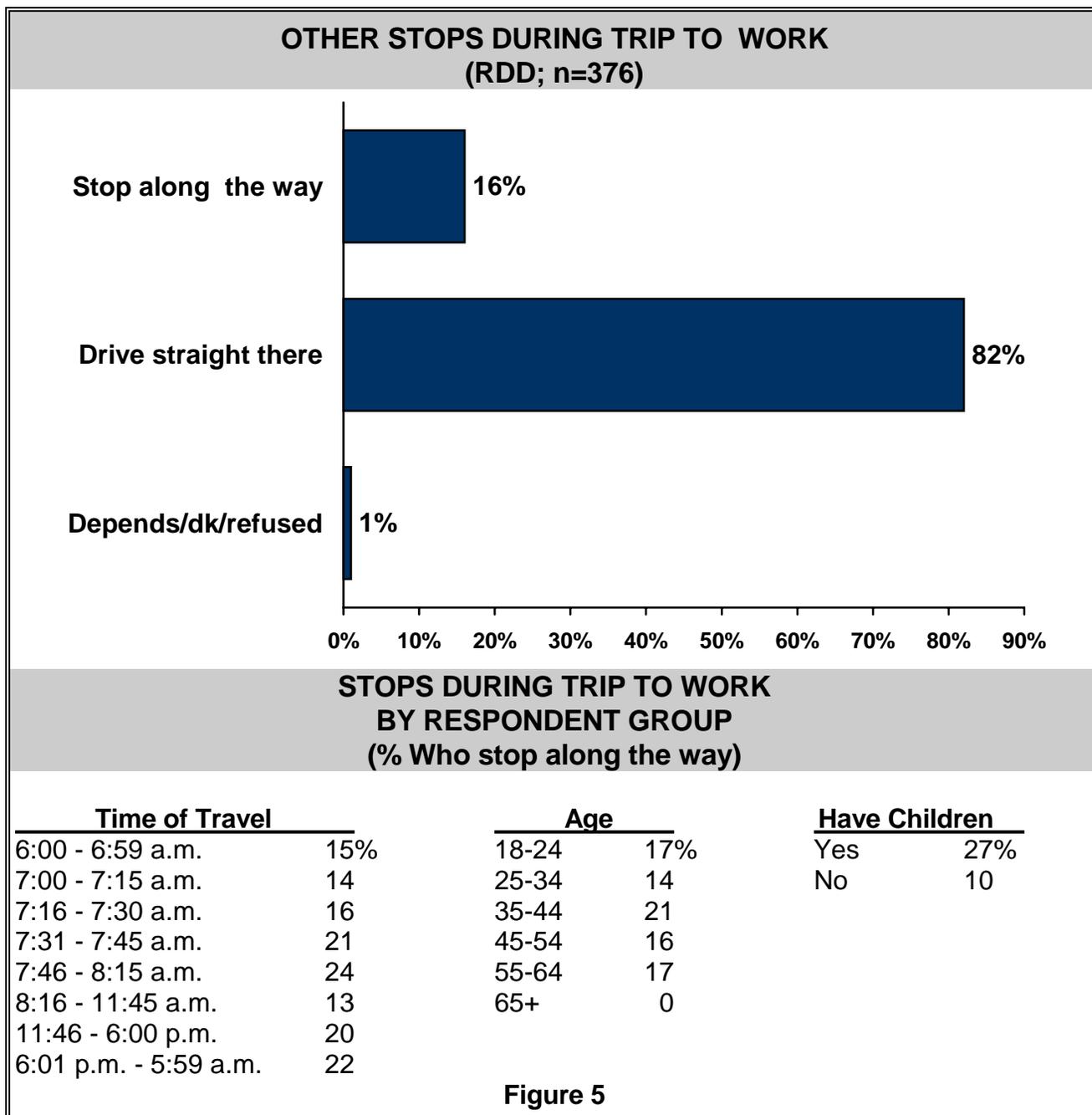
- **Light, and moving fairly smoothly, with few delays**
- **Moderate, with an occasional slow down or delay OR**
- **Heavy, with frequent periods that traffic moves very little, and having frequent delays?"**



**Figure 4**

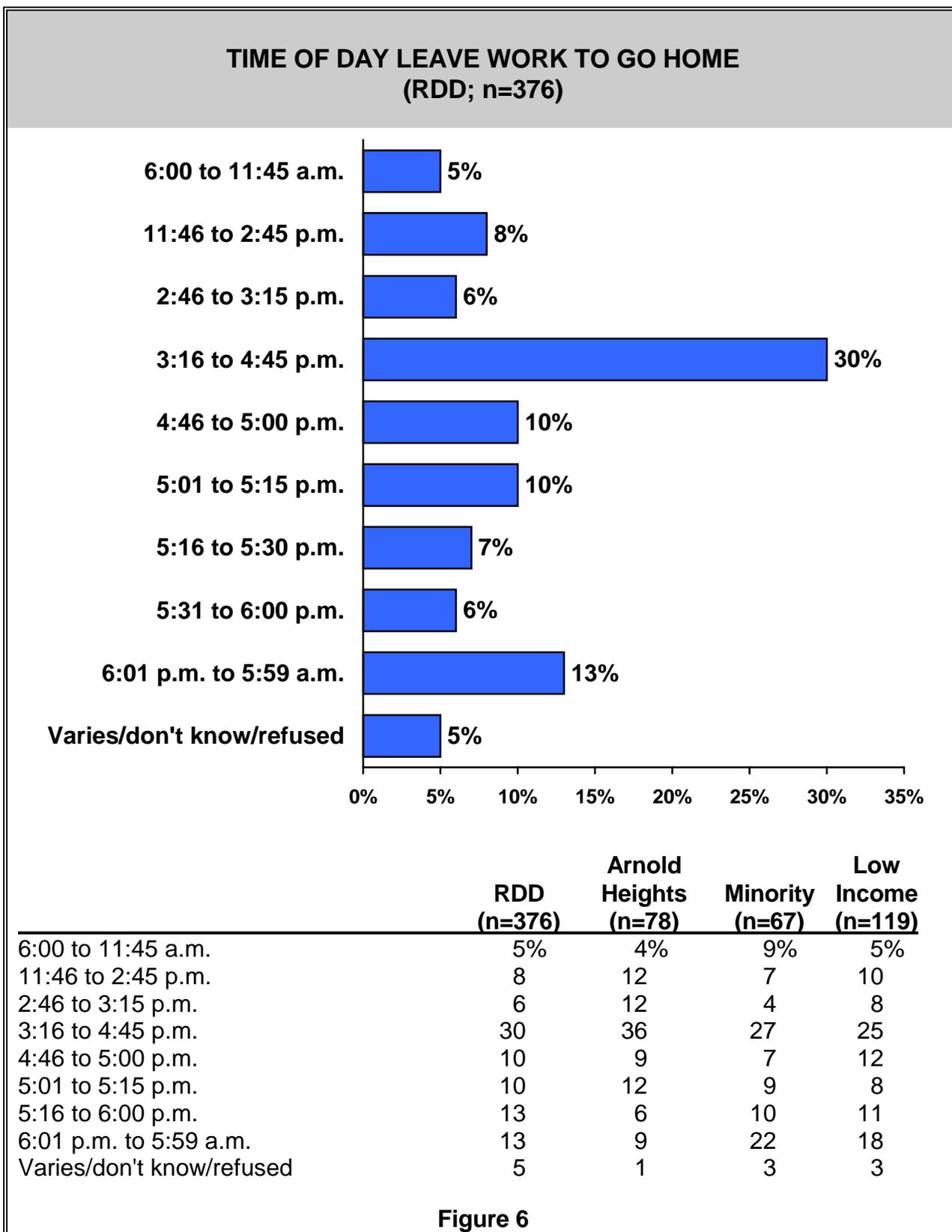
- More than half of "work drivers" described the traffic during their drive to work as "moderate" (48%) or "light to moderate" (3%). Another two in five reported that the traffic was light (38%). Only one in eight reported that traffic is heavy (9%) or moderate to heavy (3%) during their drive.
- Overall, nearly nine out of ten drivers described the traffic on their work drive to be no worse than "moderate" (89%).
- Those who reported their drive to be "heavy" or "moderate to heavy" were most likely to leave home between 7:16 a.m. and 7:30 a.m. (27%), in the afternoon between 11:46 a.m. and 6:00 p.m. (20%), or between 7:46 a.m. and 8:15 a.m. (18%).
- Those groups who were more likely to indicate that traffic was on the heavy side of moderate included those over age 65 (42%), but the sample size was small), those with less than \$15,000 of annual income (27%, also with a small sample), and those in Far South (21%) and North East (18%) Lincoln. Individuals over the age of 45 were more likely to describe the traffic as "heavy" or "moderate to heavy" (16%) than were those under age 45 (8%).
- Minority respondents were highly likely to indicate that traffic is light (49%) during their drive. Compared to the total sample, minority respondents were less likely to say "moderate" (37% vs. 44% for the total sample), and equally likely to say "heavy" (10% vs. 9%).

**"Do you usually stop along the way to drop off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?"**



- Only about one respondent in six reported making a stop along the way on their way to work (16%). Drivers with children (27%), Arnold Heights residents (24%), low income residents (23%), and those between the ages of 35 and 44 (21%) were most likely to report making a stop. Respondents who left home for work between 7:46 and 8:15 (24%) were more likely than others to stop along the way.

**"What time of day do you usually LEAVE work to go home?"**



- The return trip from work for Lancaster County residents was spread much more evenly across the various day parts, with only a quarter indicating that they leave work between the hours of 5:00 and 6:00 p.m. (23%). This compared to more than twice that proportion that reported leaving home to go to work between 7:00 and 8:00 a.m. (49%).
- A tenth of "work drivers" reportedly left work in the quarter-hour just prior to 5:00 p.m. (10%), while nearly a third left work during the 90-minute period, in mid-afternoon, from 3:16 p.m. to 4:45 p.m. (30%).
- Residents of the North Central (31%) and North East (27%) areas were most likely to travel home during the 5:00 to 6:00 p.m. hour, while those in the Far South (19%), South (21%), and East (21%) were least likely to leave work during the 5:00 to 6:00 p.m. hour.
- Men (28%) were more likely than women (20%) to report that they return from work between 5:00 and 6:00 p.m. Respondents under age 35 (28%) were more likely to report a return trip between 5:00 and 6:00 p.m. than were those age 65 and over (21%).

**"From the time you leave work to the time you arrive home, how many minutes does that drive take you, on an average day?"**

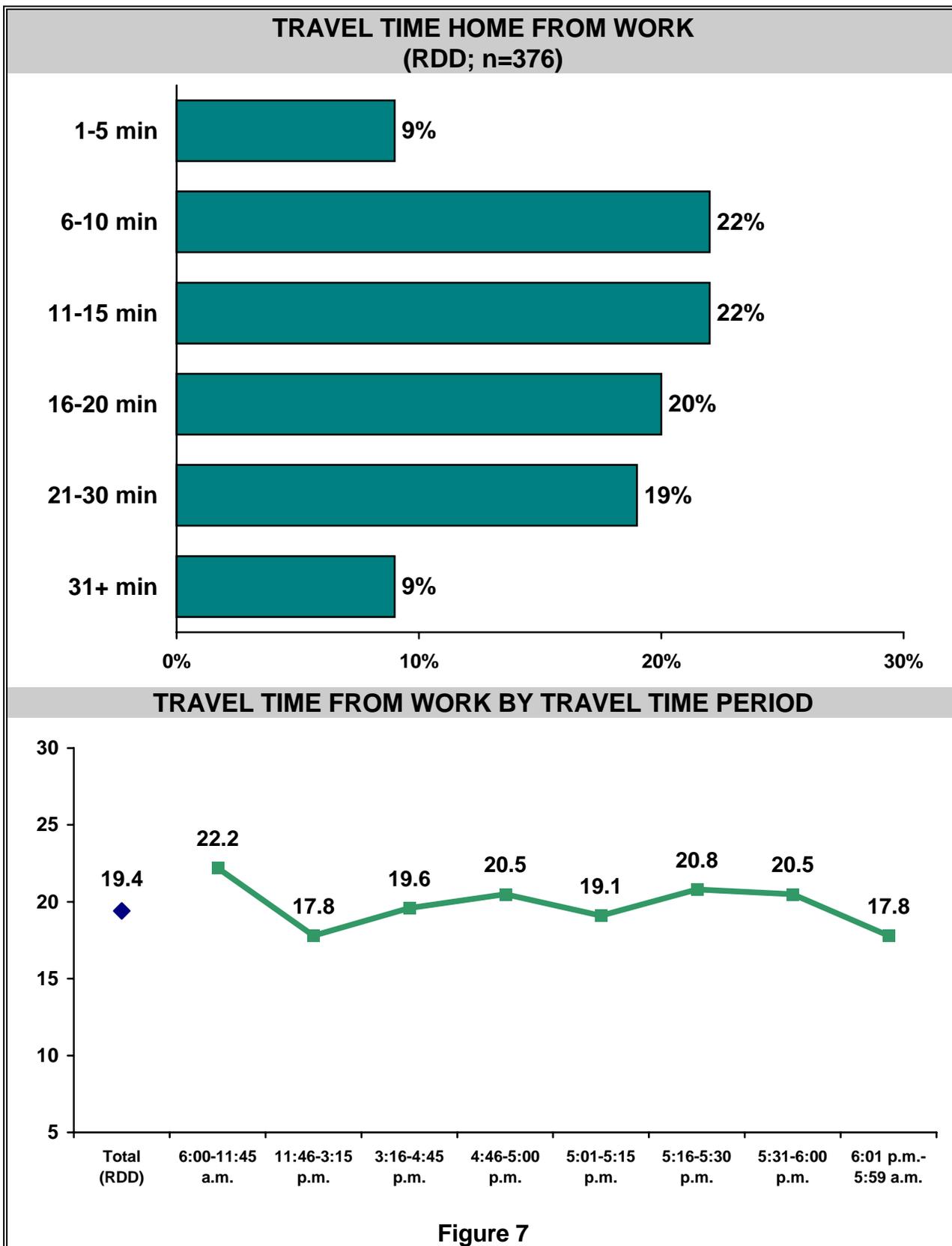


Figure 7

- The drive home was substantially longer (19.4 minutes), on average, than was the drive to work (16.6 minutes), as reported by area "work-drivers." Slightly fewer than a third (31%) reported a drive home of less than ten minutes, while more than half reported a drive time of 15 minutes or less (53%). Two out of five indicated that they drive between 16 and 30 minutes (39%) to get home, while about one in ten (9%) said their drive takes more than a half-hour.
- Those in rural Lancaster County (27.0 minutes), Arnold Heights (22.7), Far South Lincoln (21.3), respondents who are over age 65 (24.1), those age 18 to 24 (22.4), those age 35 to 44 (22.1), and those who earn over \$45,000 per year (20.7) were most likely to have a long drive home from work.
- The average travel time from work to home was higher than travel time from home to work for residents of each geographic area. North Central area residents had the shortest drive times in both directions, but half (52%) of respondents in this North Central area estimate their drive time to work at 10 minutes or less, while only a third (34%) could return home in this amount of time.

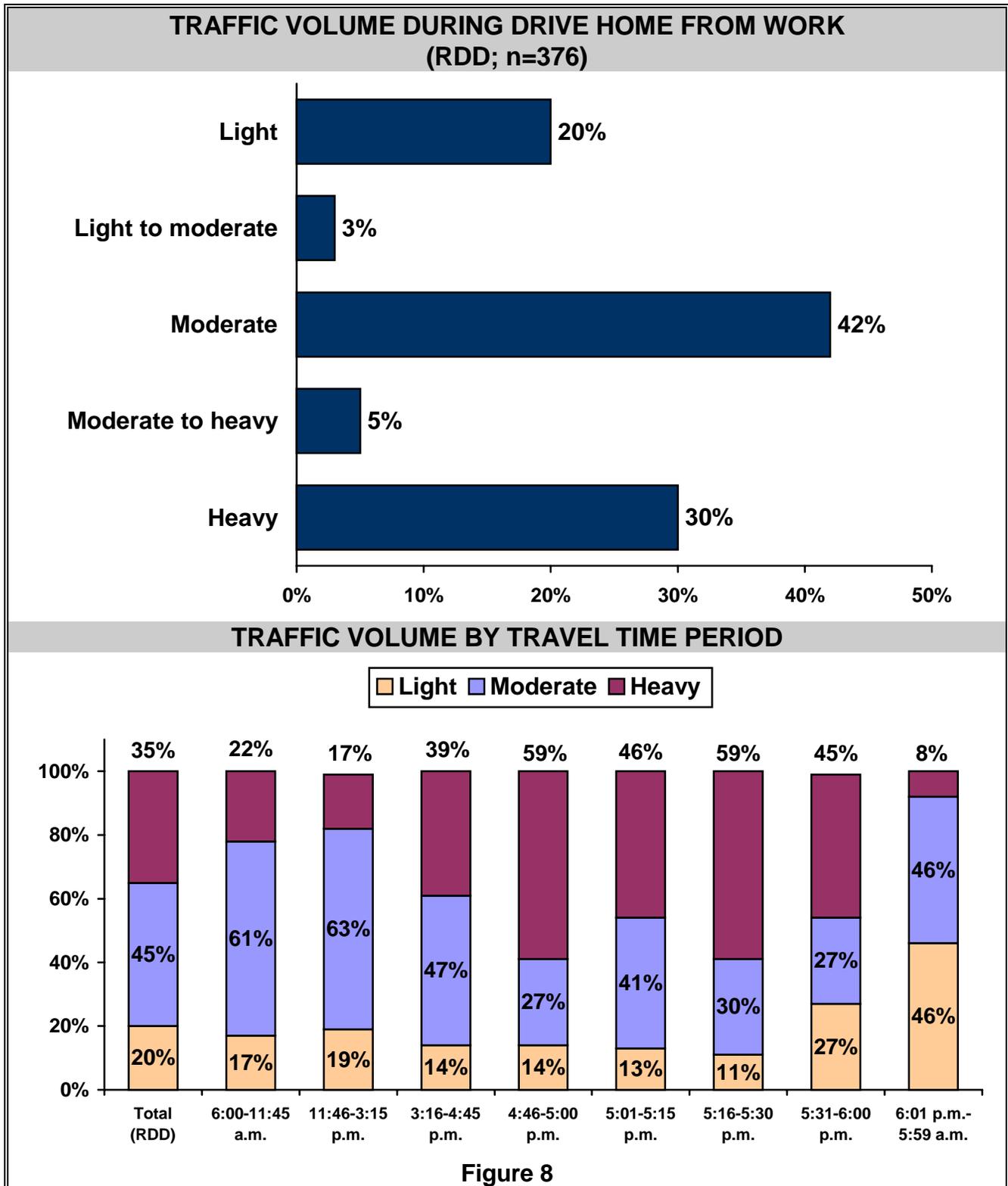
TRAVEL TIME HOME FROM WORK BY TARGET GROUP AND GEOGRAPHIC LOCATION						
		Average Drive Time To Work	Average Drive Time To Home	Drive time to Home:		
				1-10 min	11-20 min	21+ min
Total (RDD)	(n=376)	16.6	19.4	30%	42%	28%
<b>TARGET GROUP</b>						
Arnold Heights	(n=78)	19.4	22.7	21	44	36
Minority	(n=67)	16.0	18.6	24	54	22
Low income	(n=119)	15.5	17.4	42	34	24
<b>RDD: LOCATION</b>						
North Central	(n=64)	13.6	16.7	34	40	25
North East	(n=52)	16.1	19.1	33	40	27
East	(n=56)	16.9	19.6	38	34	29
South	(n=83)	14.3	18.1	35	46	18
Far South	(n=76)	<b>19.4</b>	<b>21.3</b>	20	46	34
West	(n=25)	16.4	18.9	36	40	24
Lancaster County	(n=20)	<b>25.5</b>	<b>27.0</b>	-	45	55

Note: The longest drive times to work and to home, across geographic areas, are highlighted.

- Again, although the average drive home from work is nearly twenty minutes (19.4) for Lancaster County residents, that average is impacted greatly by those few individuals who drive more than thirty minutes. Most residents (52%) can be home in less than 15 minutes after they leave work.

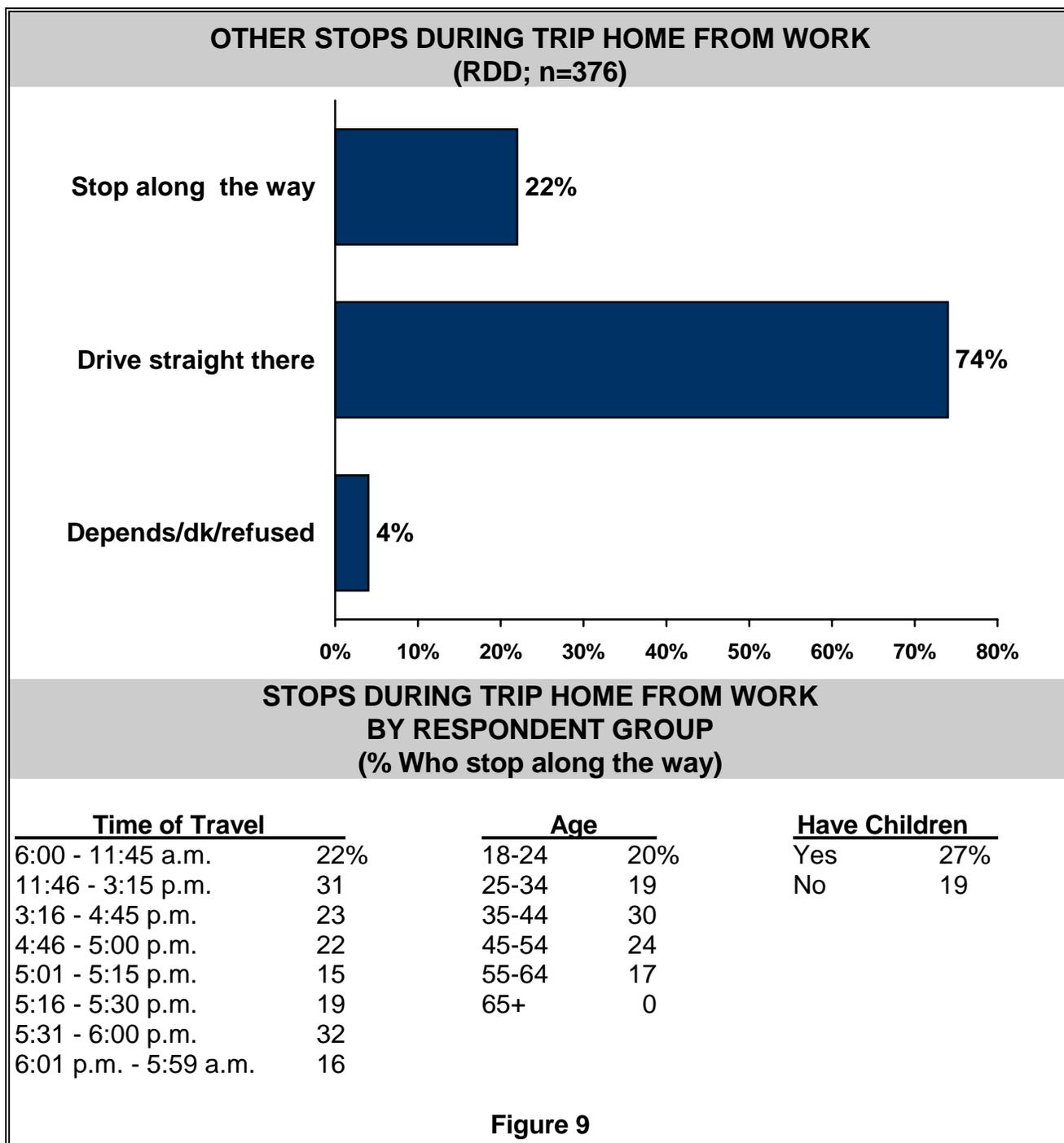
**"Would you describe the traffic during your drive to be...?"**

- **Light, and moving fairly smoothly, with few delays**
- **Moderate, with an occasional slow down or delay OR**
- **Heavy, with frequent periods that traffic moves very little, and having frequent delays?"**



- Respondents were nearly three times as likely to describe the traffic during their drive home to be "heavy" (30%) or "moderate to heavy" (5%) as was observed for the drive to work (9%, 3%). Still, the plurality of respondents described the traffic during their drive home to be "moderate" (42%).
- On the drive home from work, only half the proportion of respondents judged the traffic to be "light" (20%), when compared to the drive to work (42%).
- Overall, two out of three respondents (65%) said the drive home traffic was light (20%), light-to-moderate (3%), or moderate (42%).
- Respondents who reported driving home between 4:46 and 5:00 (59%), 5:16 to 5:30 (59%), 5:01 to 5:15 (46%), or 5:31 to 6:00 (45%) were very likely to indicate that traffic was "heavy" or "moderate to heavy."
- By geographic area, respondents in the Far South (36%) and North Central (34%) areas were most likely to think traffic was heavy on the drive home, while those in rural Lancaster County (20%), North East (27%), and South (27%) were least likely to think so.
- It should be noted that, although the drive home for respondents was spread more broadly across several hours than was the drive to work (23% drive home between 5:00 and 6:00, compared to 49% who reported driving to work between 7:00 and 8:00), the traffic is reported to be heavy by a much greater proportion of respondents for the drive from work to home. This is explained by the fact that there is a great deal more traffic, besides "work-drivers," during the 5:00 to 6:00 hour than there are during the 7:00 a.m. to 8:00 a.m. "rush hour."

**"Do you usually stop along the way to drop off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?"**



- One respondent in five (22%) reported that they usually stop along the way, for some reason, on their way home from work. This was somewhat higher than was observed on respondents' drive to work, with 16% reporting making a stop on that trip.
- Respondents between the ages of 35 and 44 (30%), those in Arnold Heights (29%), in East Lincoln (27%), minorities (27%), low income respondents (27%), and those who have children (27%), were most likely to report making a stop. Women (28%) were significantly more likely than men (17%) to stop on the way home. Respondents who traveled home between 5:30 and 6:00 (32%) or between 11:46 and 3:15 (31%) were more likely than others to report stopping.

**SECTION III  
SCHOOL TRIPS AND TRANSPORTATION**

All respondents were asked:

**"How many members of your household drive to school on an average weekday? This would include anyone who drives themselves to high school, college, or other school, or someone who drives another family member to school? (Please count the number of drivers, not the passengers) Please do not include anyone who works at a school, or anyone who takes someone to school on their way to work, that you may have mentioned in our earlier section on driving to work."**

<b>TABLE 8 DRIVERS WHO DRIVE TO SCHOOL ON AVERAGE WEEKDAY</b>				
	RDD (n=501)	Target Group:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Average Household Size</b>	<b>2.7</b>	<b>3.2</b>	<b>3.1</b>	<b>2.3</b>
<b>Average Number of Licenses</b>	<b>2.0</b>	<b>2.0</b>	<b>1.8</b>	<b>1.5</b>
<b>Drivers Who Drive to School:</b>				
None	76%	85%	69%	74%
1	18	15	20	17
2	4	-	8	4
3 or more	2	-	2	5
<b>Average number who drive to school (total)</b>	<b>0.3</b>	<b>0.2</b>	<b>0.5</b>	<b>0.4</b>

- An average of fewer than one (0.3) household member drove to school on an average weekday.
- While, again, only a fourth of households (24%) reported that any household member drives to school on an average weekday, such householders who reported a school-related drive were slightly more prevalent among minority (31%) households.

Those who reported that they did not drive to work, but who reported that at least one household member drove to school were asked:

***"How many days per week do you, personally, leave your home to go to school, or to drive someone else there?"***

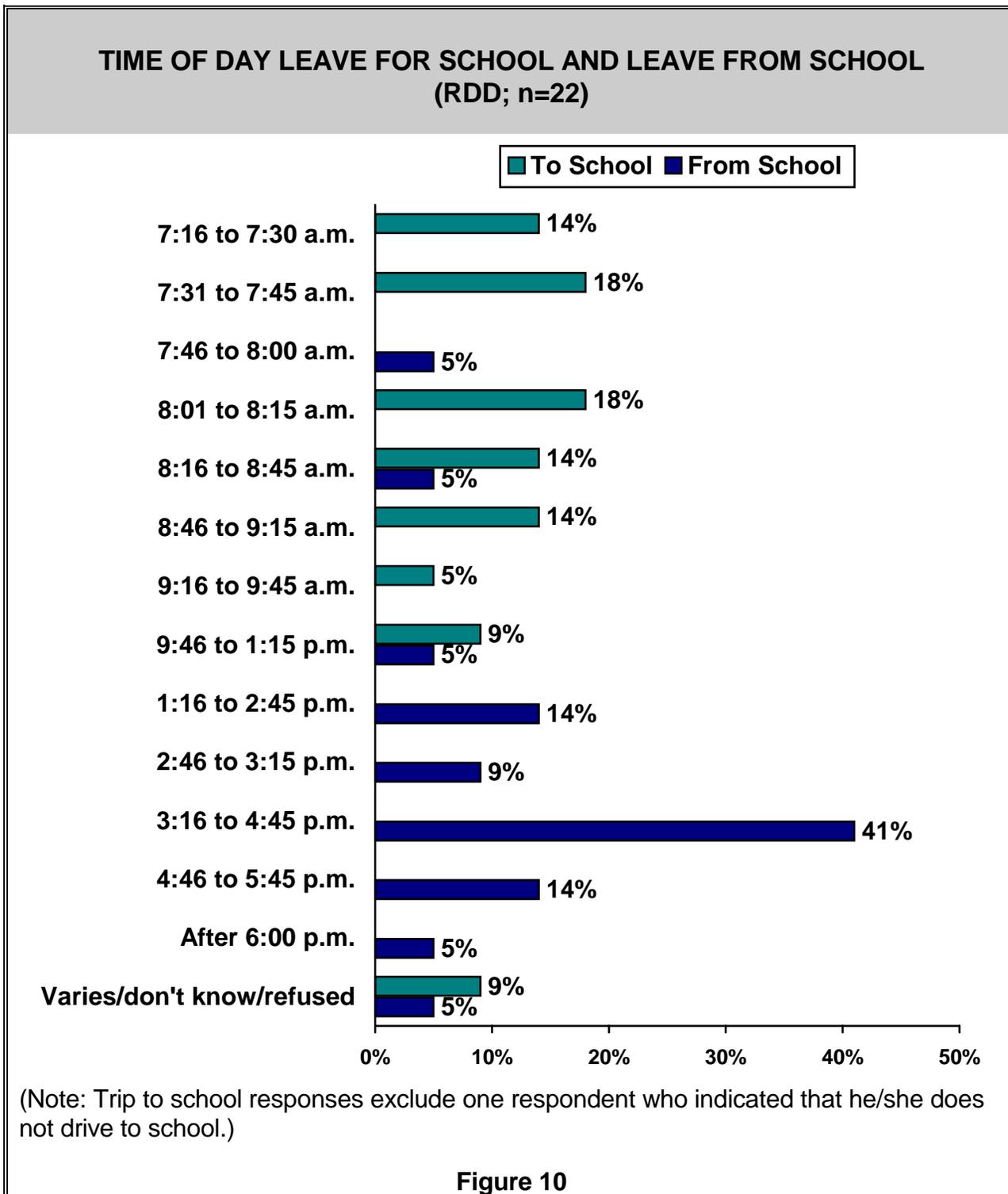
<b>TABLE 9 FREQUENCY WITH WHICH RESPONDENT DRIVES TO SCHOOL</b>				
	Target Group: <sup>a</sup>			
	RDD (n=28)	Arnold Heights (n=7)	Minority (n=9)	Low Income (n=18)
None	18%	29%	11%	6%
1-4 days per week	21	14	11	11
5 days per week	61	57	78	78
6 days per week	-	-	-	6

<sup>a</sup> Caution is urged in the interpretation of results, due to extremely small sample sizes.

- Three out of five respondents indicated that they, personally, drive to school five days per week, with another fifth driving one to four days per week. A fifth also reported that they, personally, did not drive to school (18%).
- The results for the special target groups are extremely small and should be viewed as anecdotal or qualitative information only.

The figure below shows the time of travel in both directions for the school drivers.

**"What time of day do you usually leave home to go to school?"  
and  
"What time of day do you usually LEAVE school to go home?"**



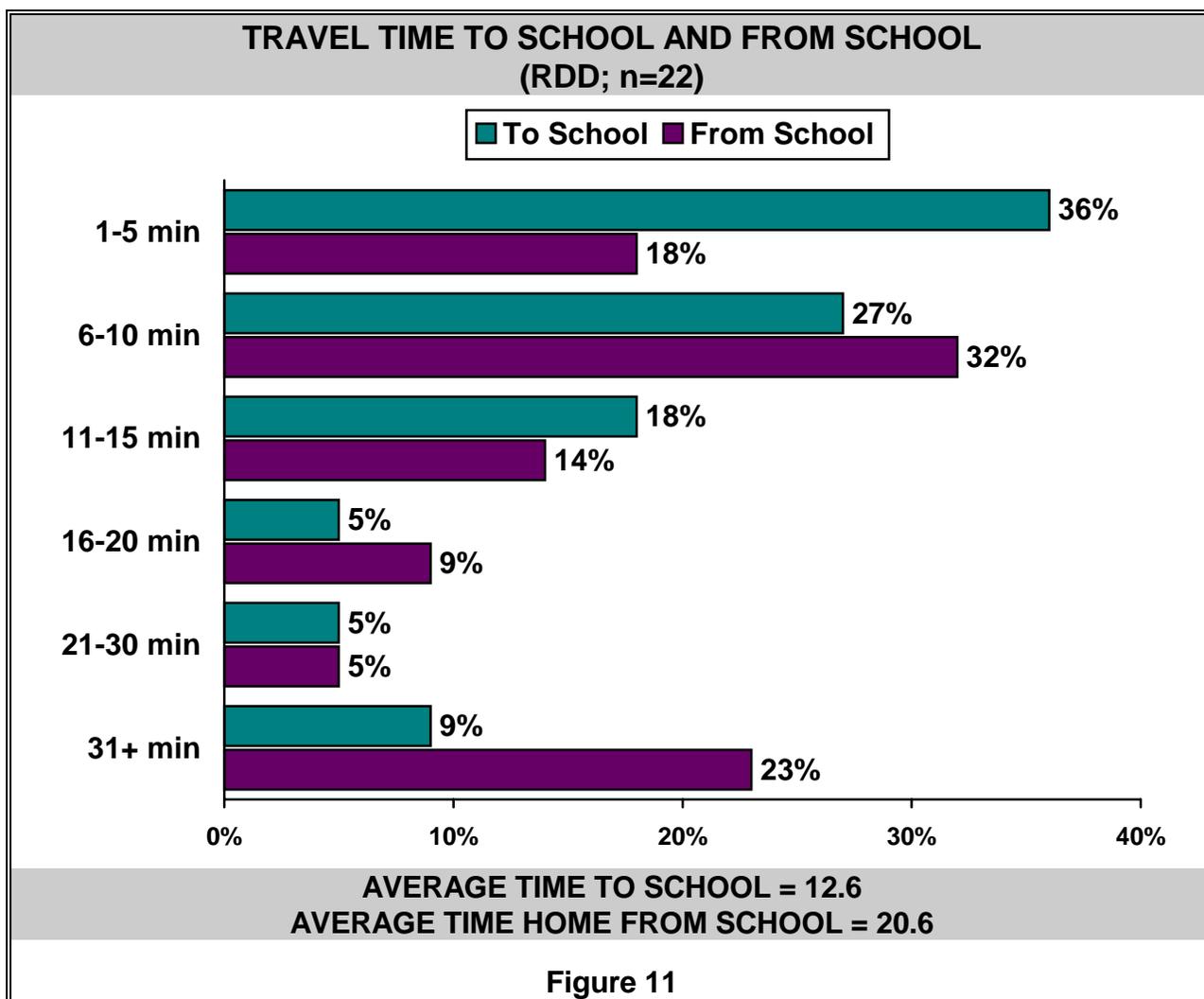
- Fortunately, Lancaster County residents leave at various times of day to go to school, with a third (32%) reporting that they leave home between the busy hours of 7:00 and 8:00 a.m. Another third (32%) reported leaving between 8:00 and 8:45. Again, it is important to remember that this question looks at individual driving patterns, not household. Adding this traffic to the nearly half of the 18 and over population of Lancaster County (45%) that is on the streets and roadways, for at least some portion of the time period between 8:00 and 8:45 a.m., and the few additional drivers on errands (see page 46), indicates that exactly 50% of Lincoln drivers, over 18, are on the road between 7:00 and 8:00 a.m. on most weekdays.
  
- Even more fortunately, nearly four in five "school-drivers" have left school for home before the peak traffic period of 5:00 to 6:00 p.m. Only one school driver in seven (14%) reported that they left school between 4:46 and 5:45 p.m. most days.

The figure below combines estimates of travel time in both directions to and from school.

**"From the time you leave your home to the time you arrive at school, how many minutes does that drive take you, on an average day?"**

**and**

**"From the time you leave school to the time you arrive home, how many minutes does that drive take you, on an average day?"**

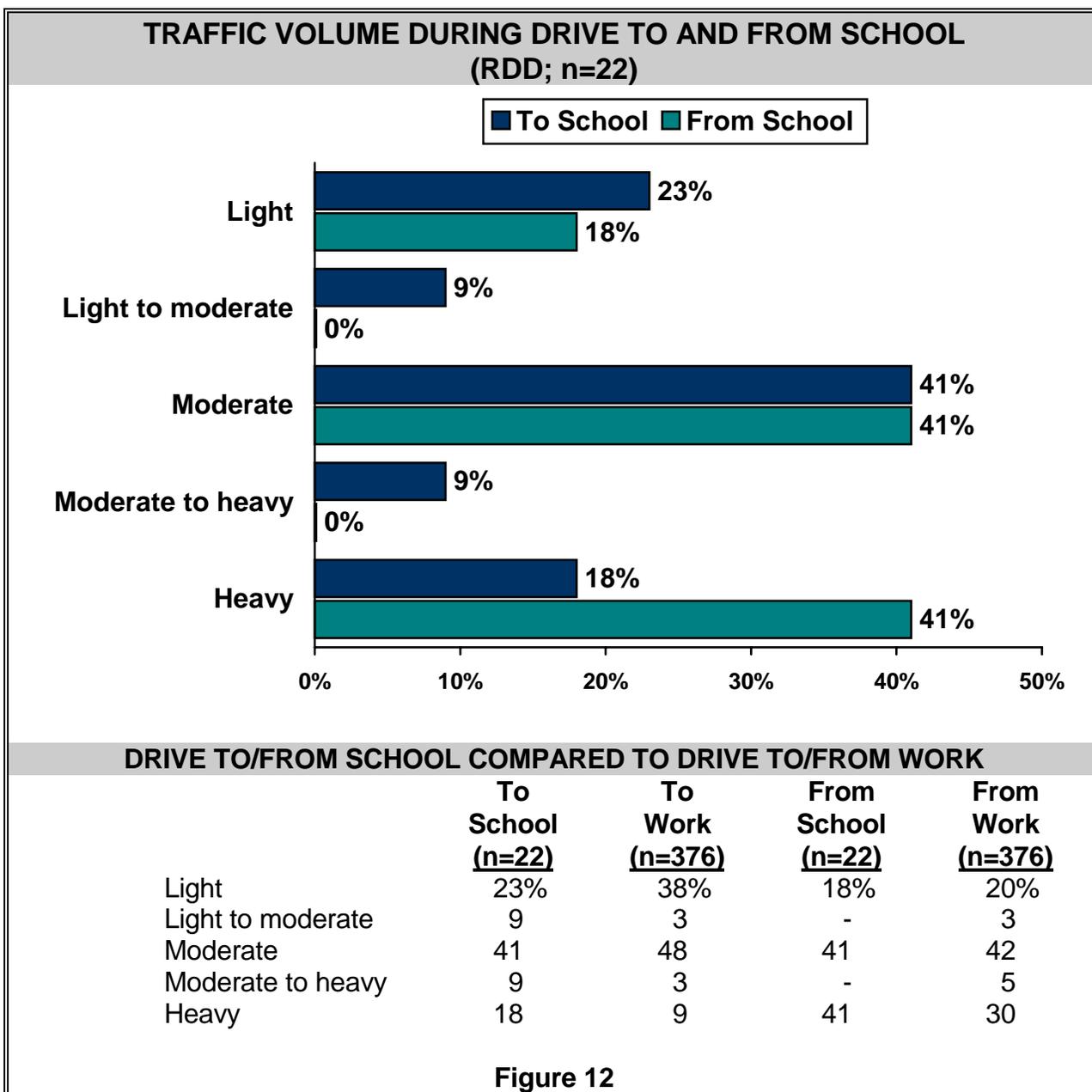


- A slight plurality of people reported that their drive to school takes less than five minutes (36%), with a quarter indicating a drive of between six and ten minutes, and a fifth between 11 and 15 minutes (18%).
- Overall, half of "school drivers" reported that their drive home takes ten minutes or less (50%). About a quarter reported a drive of between 11 and 30 minutes (28%), while another quarter (23%) reported a drive time in excess of half an hour.

The figure below shows ratings of traffic volume on the drive to school, and on the drive home from school.

**"Would you describe the traffic during your drive to be...?"**

- **Light, and moving fairly smoothly, with few delays**
- **Moderate, with an occasional slow down or delay OR**
- **Heavy, with frequent periods that traffic moves very little, and having frequent delays?"**

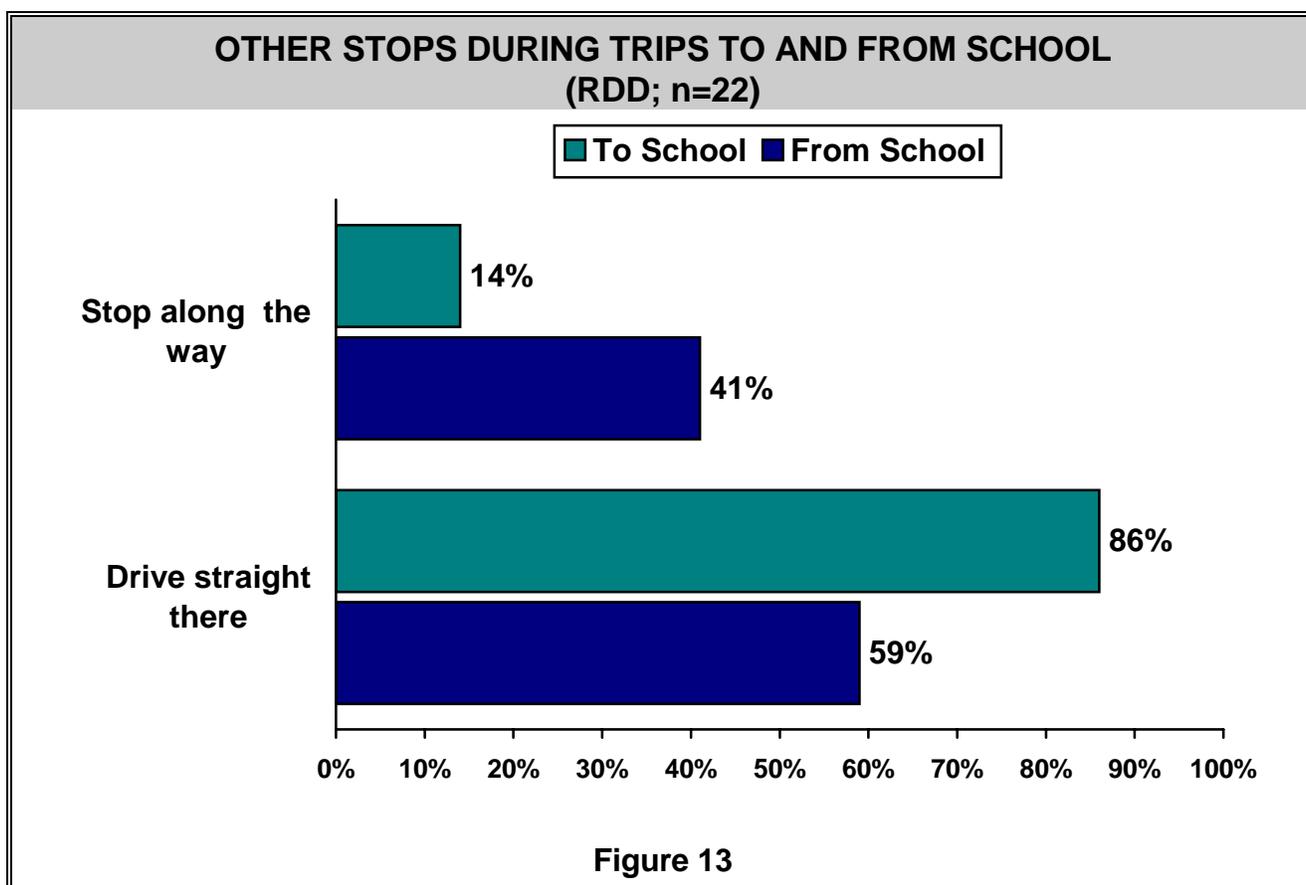


- Half of "school drivers" described the traffic during their drive to school as "moderate" (41%) or "light to moderate" (9%). Another quarter reported that the traffic was light (23%). More than a quarter (27%) reported that traffic is heavy (18%) or moderate to heavy (9%) during their drive.
- Overall, nearly three out of four drivers described the traffic on their school drive to be no worse than "moderate" (73%).
- School drivers, on average, were more likely to report that traffic is heavy, or moderate to heavy, than were drivers on their way to work.
- School drivers were also more likely to judge their drive home as being in heavy traffic (41%) than were work-drivers (30%). Another two in five (41%) said traffic was moderate, with only one in five (18%) judging it to be light on their drive home from school.

**"Do you usually stop along the way to drop off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?"**

**and**

**"On this return trip home, do you usually stop along the way to drop-off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?"**



- Only about one respondent in seven reported making a stop along the way on their way to work (14%).
- On the trip home, nearly three times that number stop somewhere between school and home (41%).

**SECTION IV  
ERRANDS AND TRANSPORTATION**

The respondents who reported that they did not make trips to work or school on an average weekday were asked the question below. Most of these respondents (78%) were age 55 and over.

***"You've said you don't drive to work or school on an average weekday. Is there someplace that you normally drive on most weekdays, or a driving trip you make fairly routinely? (If yes:) Where is it that you usually drive?"***

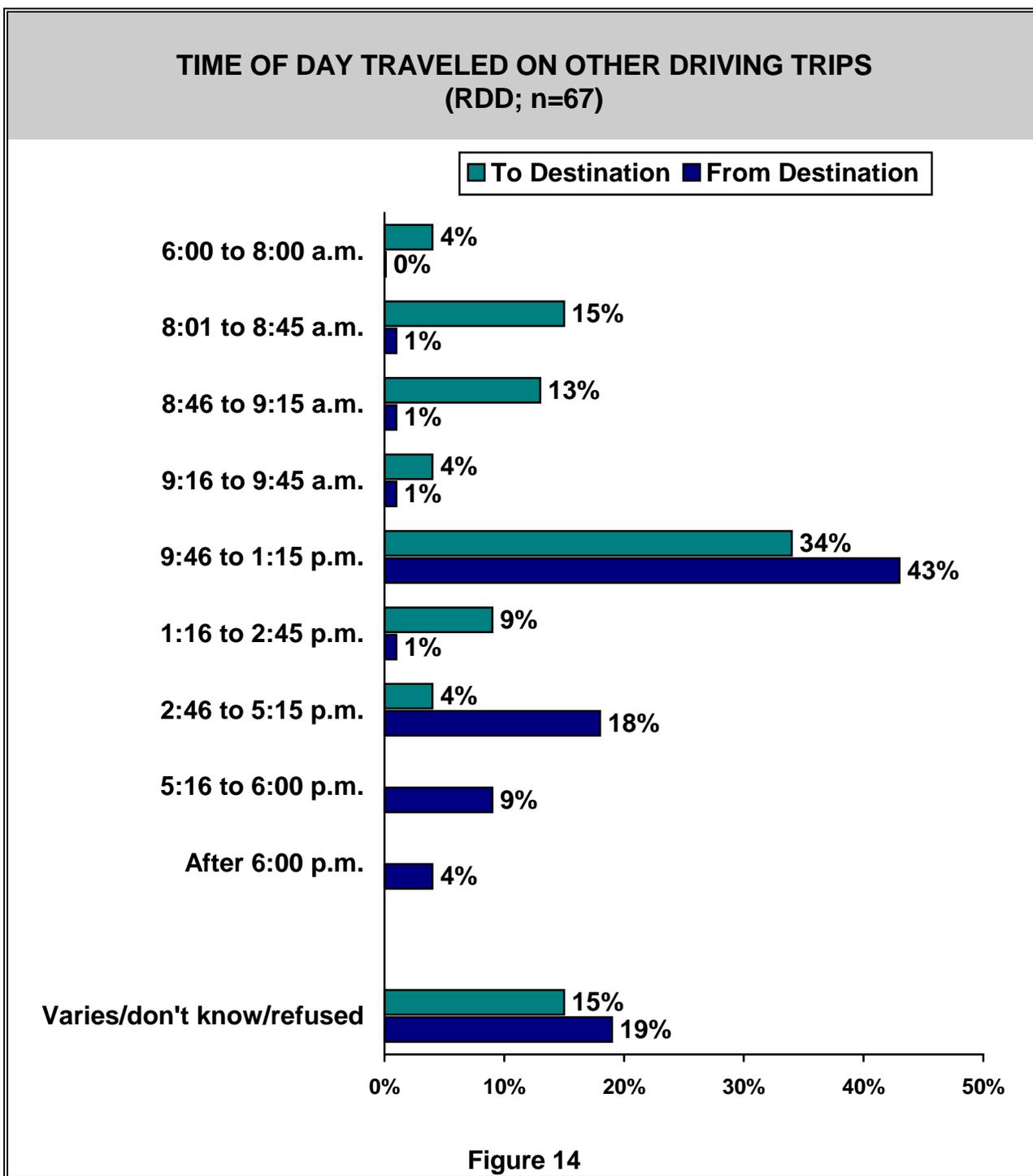
<b>TABLE 10 OTHER DRIVING TRIPS/ERRANDS</b>				
	RDD (n=77)	Target Group: <sup>a</sup>		
		Arnold Heights (n=13)	Minority (n=16)	Low Income (n=36)
<b>Other Driving Trips:</b>				
None	30%	38%	69%	50%
Grocery store	25	38	6	22
Errands (mixed)	17	15	6	3
Health club/golfing/country club	10	-	-	3
Church	8	-	13	8
Visiting family/friends	4	-	6	8
Doctor/dentist/medical trips	3	8	-	3
Other	4	-	-	3

<sup>a</sup> Caution is urged in the interpretation of results, due to extremely small sample sizes.

- Nearly a third (30%) indicated that they make no such regular driving trip on a normal weekday. A quarter (25%) said they make a trip to the grocery store on a normal weekday, while one in six (17%) report that they run a mix of errands. A tenth (10%) go to a health club, golf, or country club, and slightly fewer (8%) go to church.
- Low income respondents, for the most part, were most likely to say they did not make a driving trip anywhere on a normal weekday (50%). A fifth (22%) did report a regular trip to the grocery store.

The figure below shows the time of travel in both directions for these other errands or driving trips.

***"What time of day do you usually leave home to go to your destination?"  
and  
"What time of day do you usually LEAVE school to go home?"***



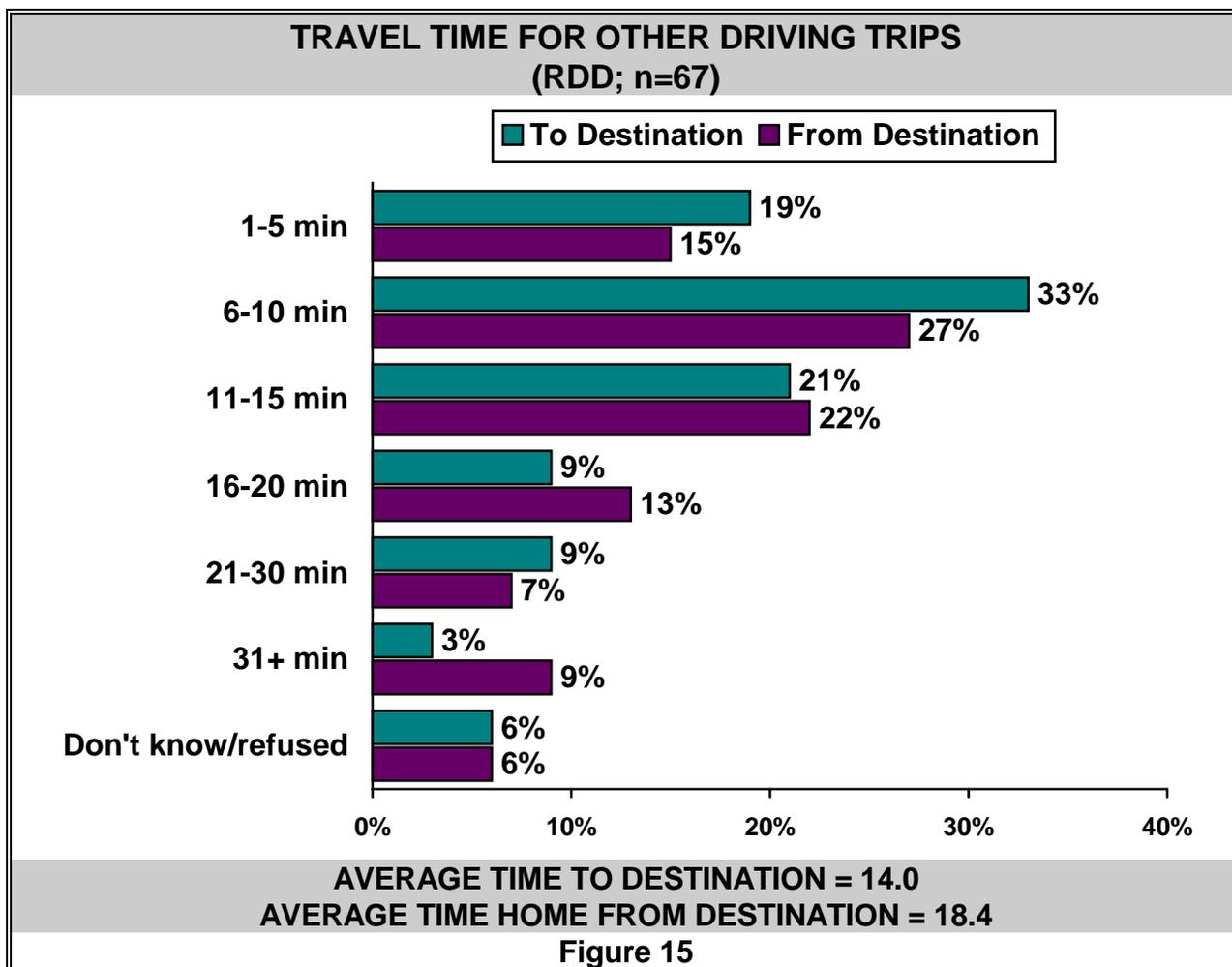
- A plurality of "errand-drivers" reported leaving home to go on that errand during the three and a half hour span between 9:46 and 1:15 (34%), most of that time period being during a lighter traffic flow period. An even larger plurality of errand-drivers returned home during that same time period (43%).
- While 15% of errand-drivers do enter the traffic flow between 8:00 and 8:45, and a similar proportion (13%) leave within 15 minutes of 9:00, very few are on the streets at the critical time between 7:00 and 8:00. Only about one in ten of these drivers makes their return trip between 5:00 and 6:00 (9%), the heaviest traffic period of the day.

The figure below combines estimates of travel time in both directions to and from these other driving destinations.

***"From the time you leave your home to the time you arrive at your destination, how many minutes does that drive take you, on an average day?"***

***and***

***"From the time you leave your destination to the time you arrive home, how many minutes does that drive take you, on an average day?"***

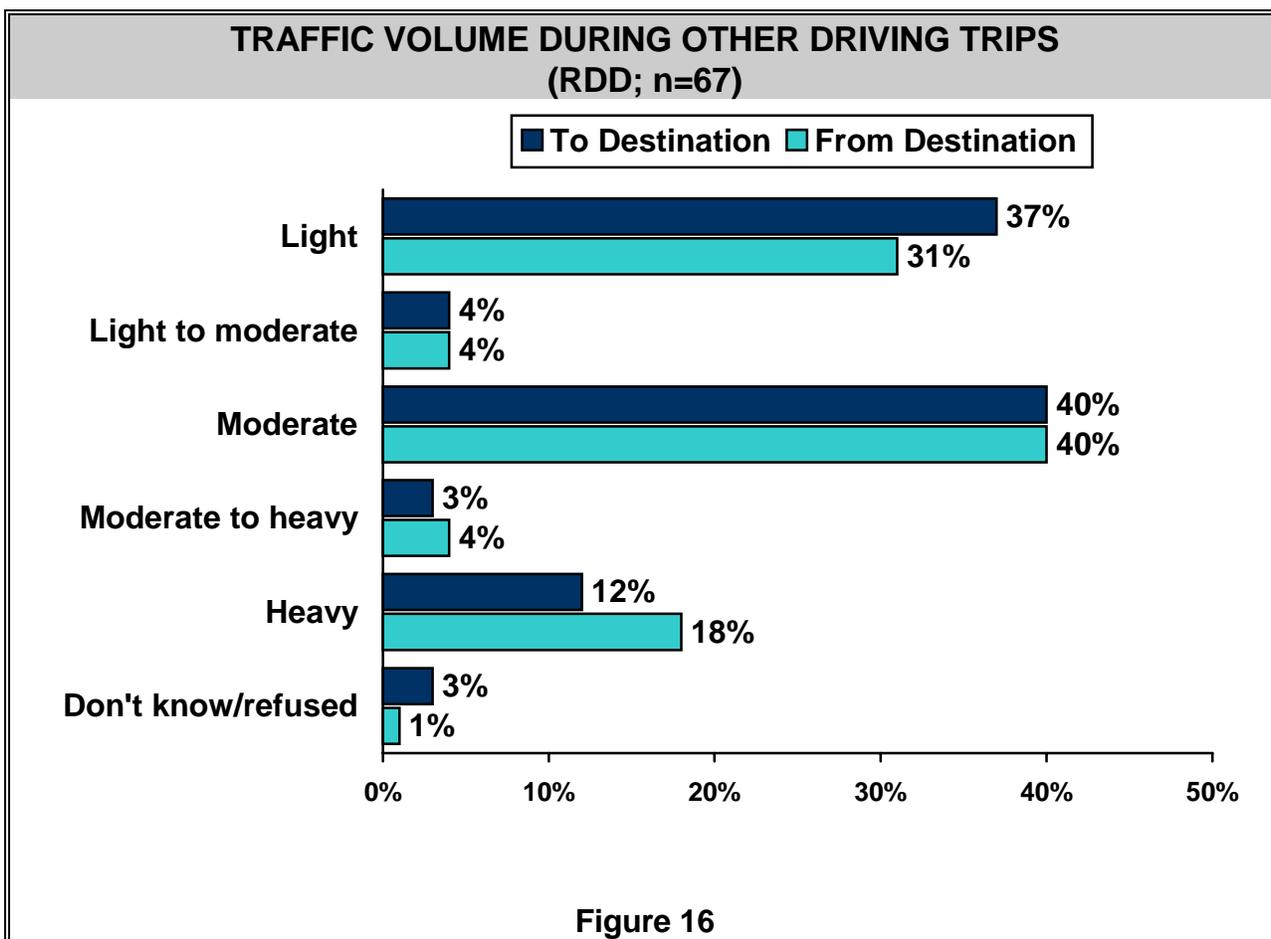


- A majority of people reported that their drive to arrive at their errand destination takes less than ten minutes (52%), three-fifths indicating a drive of between 11 and 20 minutes (30%). About one in eight (12%) reported an outbound trip of more than 20 minutes.
- The average return trip was substantially longer, with only two-fifths reporting that the trip home took less than ten minutes (42%), and a third indicating that they drive 11-20 minutes to get home (35%). One in six (16%) said they took more than 20 minutes to drive home.

The figure below shows ratings of traffic volume on the drive to the destination, and on the drive home.

**"Would you describe the traffic during your drive to be...?"**

- **Light, and moving fairly smoothly, with few delays**
- **Moderate, with an occasional slow down or delay OR**
- **Heavy, with frequent periods that traffic moves very little, and having frequent delays?"**

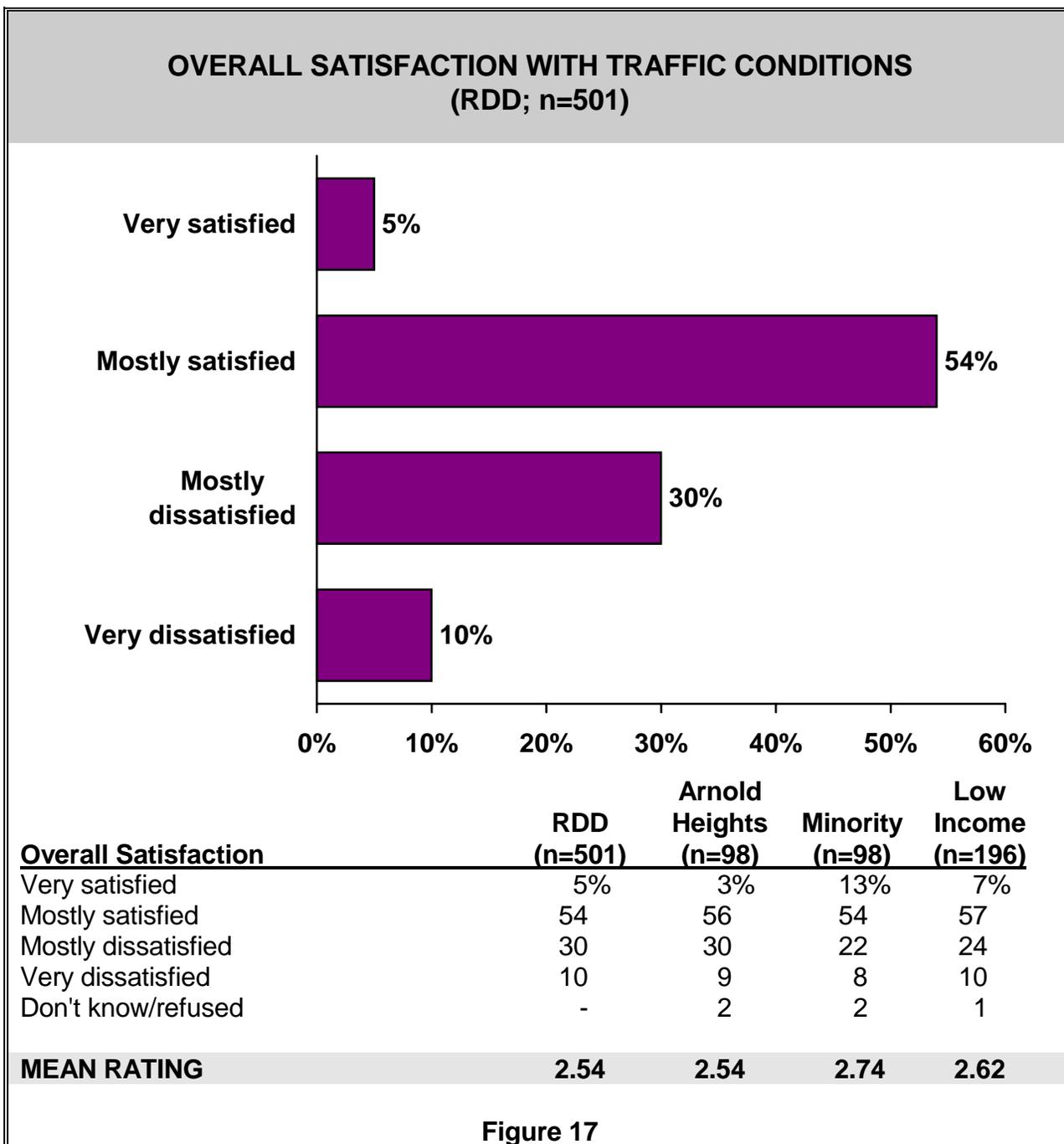


- Of the 67 "errand drivers," more than eight of ten described the outbound leg of their errand to be "light" (37%), "light to moderate" (4%), or "moderate" (40%) traffic. Slightly fewer gave those assessments of their return trip, with less than a third saying "light" (31%), and the same proportions reporting "light to moderate" (4%) and "moderate" (40%) as was true of the outbound trip.
- About a fifth reported traffic to be "heavy" or "moderate to heavy" on either their outbound errand trip (15%) or their return (22%).

**SECTION V  
OVERALL PERCEPTIONS OF  
TRAFFIC CONDITIONS**

All respondents were asked:

**"Overall, as you drive around Lincoln, are you very satisfied, mostly satisfied, mostly dissatisfied, or very dissatisfied with the traffic conditions in Lincoln?"**



- A majority of Lancaster County residents indicated that they were "mostly satisfied" with the current traffic conditions around Lincoln (54%). Only one respondent in twenty (5%) said they were "very satisfied." Two out of five residents responded with a "dissatisfied" response, but most of those were also "mostly" (30%) rather than "very" (10%) dissatisfied.
  
- Table 11, on the following page, provides greater detail on these findings.

**TABLE 11  
OVERALL SATISFACTION WITH TRAFFIC CONDITIONS**

		Very Satisfied	Mostly Satisfied	Mostly Dissatisfied	Very Dissatisfied	Don't Know	Mean Rating
Total (RDD)	(n=501)	5%	54%	30%	10%	-	2.54
<b>TARGET GROUPS</b>							
Arnold Heights	(n=98)	3%	56%	30%	9%	2%	2.54
Minority	(n=98)	13	54	22	8	2	2.74
Low income	(n=196)	7	57	24	10	1	2.62
<b>RDD: LOCATION</b>							
North Central	(n=90)	8%	58%	27%	8%	-	2.66
North East	(n=61)	5	56	33	7	-	2.59
East	(n=91)	4	63	23	10	-	2.62
South	(n=114)	6	55	29	9	1	2.59
Far South	(n=90)	2	40	38	20	-	2.24
West	(n=28)	4	50	36	11	-	2.46
Lancaster County	(n=27)	11	52	33	4	-	2.70
<b>RDD: AGE</b>							
18-24	(n=65)	3%	63%	31%	3%	-	2.66
25-34	(n=100)	8	69	18	5	-	2.80
35-44	(n=103)	4	46	40	11	-	2.43
45-54	(n=104)	6	50	32	13	-	2.49
55-64	(n=65)	3	51	28	18	-	2.38
65+	(n=64)	8	44	33	14	2	2.46
<b>RDD: HAVE CHILDREN</b>							
Yes	(n=175)	5%	55%	31%	8%	-	2.58
No	(n=326)	6	53	29	12	-	2.53
<b>RDD: GENDER</b>							
Male	(n=230)	8%	51%	32%	10%	-	2.57
Female	(n=271)	3	56	29	11	1	2.52
<b>RDD: LENGTH OF TIME IN COUNTY</b>							
Less than 3 years	(n=50)	8%	58%	26%	8%	-	2.66
3-10 years	(n=90)	8	64	24	3	-	2.77
10 years or more	(n=361)	4	51	32	12	1	2.47

Scale: 4=very satisfied, 3=mostly satisfied, 2=mostly dissatisfied, 1=very dissatisfied

- Geographically, those in rural Lancaster County (2.70) and North Central Lincoln (2.66) reported the highest satisfaction levels, while those in Far South (2.24) and West (2.46) Lincoln were least satisfied.
- Men (2.57) were slightly more satisfied than women (2.52), and those under 35 were more satisfied (2.75) than those over 35 (2.45).
- Those who have lived in Lincoln for more than ten years (2.47) were less satisfied with Lincoln traffic conditions than were those having lived here for less than three years (2.66) or three to ten years (2.77)
- As shown in Figure 17, Arnold Heights residents indicated the same degree of satisfaction as did the total Lincoln area (2.54). Substantially higher levels of satisfaction were observed among the target populations of low income (2.62), minority (2.74), and Hispanic (2.93) residents.
- Those who drove primarily to school each weekday were most satisfied (2.61), followed by those who drive to work (2.56). Those who drive primarily on errands indicated a lower degree of satisfaction (2.42).

**"What do you feel is the biggest problem with transportation or getting around the city of Lincoln? What else would you say is a problem?"**

**TABLE 12  
BIGGEST PERCEIVED TRANSPORTATION PROBLEMS  
(Two Responses)**

	RDD (n=501)	Target Groups:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
Nothing	5%	10%	16%	12%
Don't know/refused	1	1	5	3
<b>Traffic Lights</b>				
Traffic lights - not timed well/synchronized	19	12	9	19
Traffic lights - need more left turn signals	7	1	5	2
Traffic lights - too many of them	2	7	3	3
Traffic lights - too few of them	2	4	1	2
Traffic lights - left turn signals available but not turned on	1	-	-	-
<b>Streets</b>				
Streets - need to be wider	17	9	15	13
Streets - potholes/need repair	10	9	12	16
Streets - too much construction/need to coordinate construction	10	14	10	9
Streets - need more through streets	8	5	4	4
Streets - need beltway/bypass around city	7	3	4	3
Streets - need more turn lanes/left turn lanes	3	1	-	2
Streets - need more 4 lane streets	2	1	1	1
Streets - one way streets	1	3	2	2
Streets - bottleneaking as streets get narrower	1	2	-	1
Streets - no way to get across town quickly/lack of alternate routes	1	2	-	1
<b>Traffic</b>				
Traffic - too many cars/people/drivers	12	24	11	17
Traffic - moves too slow	7	5	4	6
Traffic - North/South traffic too slow	5	4	3	2
Downtown/downtown traffic	1	1	-	1
<b>Drivers</b>				
Drivers - bad drivers	10	13	11	9
Drivers - run red lights	5	5	3	2
Drivers - drive too fast/speed	2	4	2	3
Drivers - rude/not courteous/don't signal	1	1	-	2
Drivers - drive too slow	1	-	-	3

- continued -

<b>TABLE 12 - Continued BIGGEST PERCEIVED TRANSPORTATION PROBLEMS (Two Responses)</b>				
	RDD (n=501)	Target Groups:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>Public Transportation</b>				
Public transportation - not enough routes	3	1	4	5
Public transportation - bus service/routes poor	2	2	-	2
Public transportation - not used	1	-	2	1
Public transportation - need evening/weekend service	1	1	3	2
<b>Other issues</b>				
City street/traffic planning, no foresight	2	1	1	1
City growing but streets still small town	1	1	1	1
Trains - too many tracks/trains interrupting traffic	1	-	3	2
Parking	-	-	3	3

Note: Only the top-named responses are presented. A complete list of responses is available in the tabular results.

Note: Shaded numbers represent respondents that are more likely to name a particular response than found in the overall random sample.

- Nearly one in five respondents indicated that they feel one of the two biggest problems with getting around in Lincoln is that the traffic lights are not well-timed or synchronized (19%). Nearly as many said that some streets need to be wider (17%), with an additional six percent giving responses pertaining to more specific aspects of widening streets (turn lanes, four lanes, bottlenecking as streets narrow).
- When looking at broad topical categories, issues relating to street building, improvement, or repair were mentioned frequently by area residents, with five different attributes being named by five or more percent of respondents. Other responses were categorized as relating to traffic lights, traffic in general, the behavior of Lincoln drivers, and public transportation.
- Virtually no one (6%) failed to name at least one problem they felt was significant (5% named nothing, and 1% could not name any specific issue). The average person named 1.6 topics of concern to them.

**TABLE 13  
BIGGEST PERCEIVED TRANSPORTATION PROBLEMS  
BY GEOGRAPHIC LOCATION  
(Two Responses)**

	RDD: Geographic Area							
	RDD (n=501)	North Central (n=90)	North East (n=61)	East (n=91)	South (n=114)	Far South (n=90)	West (n=28)	Lanc. County (n=27)
Nothing	5%	6%	3%	4%	5%	4%	4%	7%
Don't know/refused	1	1	-	1	3	-	-	7
<b>Traffic Lights</b>								
Traffic lights - not timed well/synchronized	19	17	18	15	24	18	18	26
Traffic lights - need more left turn signals	7	4	5	9	13	4	4	-
Traffic lights - too many of them	2	3	2	1	1	4	-	4
Traffic lights - too few of them	2	2	2	2	3	4	-	-
Traffic lights - left turn signals available but not turned on	1	1	-	2	2	-	-	-
<b>Streets</b>								
Streets - need to be wider	17	13	25	18	15	18	18	15
Streets - potholes/need repair	10	16	11	18	8	2	11	4
Streets - too much construction/ need to coordinate construction	10	10	8	12	10	13	-	11
Streets - need more through streets	8	6	8	4	7	12	11	7
Streets - need beltway/bypass around city	7	3	7	5	5	14	11	-
Streets - need more turn lanes/left turn lanes	3	1	8	1	2	7	-	-
Streets - need more 4 lane streets	2	1	2	-	3	3	-	4
Streets - one way streets	1	3	2	1	-	1	-	-
Streets - bottleneaking as streets get narrower	1	1	2	1	2	2	-	-
Streets - no way to get across town quickly/lack of alternate routes	1	1	-	-	1	1	-	11
<b>Traffic</b>								
Traffic - too many cars/people/drivers	12	16	16	11	8	10	14	19
Traffic - moves too slow	7	4	8	3	8	7	14	7
Traffic - North/South traffic too slow	5	2	5	4	7	7	7	-
Downtown/downtown traffic	1	2	2	1	1	2	-	-

- continued -

**TABLE 13 - Continued**  
**BIGGEST PERCEIVED TRANSPORTATION PROBLEMS**  
**BY GEOGRAPHIC LOCATION**  
**(Two Responses)**

	RDD: Geographic Area							
	RDD (n=501)	North Central (n=90)	North East (n=61)	East (n=91)	South (n=114)	Far South (n=90)	West (n=28)	Lanc. County (n=27)
<b>Drivers</b>								
Drivers - bad drivers	10	12	10	12	6	10	7	11
Drivers - run red lights	5	2	-	10	7	3	7	-
Drivers - drive too fast/speed	2	2	-	5	2	2	-	4
Drivers - rude/not courteous/don't signal	1	1	-	4	-	1	-	-
Drivers - drive too slow	1	1	3	-	2	1	-	-
<b>Public Transportation</b>								
Public transportation - not enough routes	3	3	5	3	4	1	7	-
Public transportation - bus service/routes poor	2	2	5	1	-	1	4	-
Public transportation - not used	1	2	-	1	2	-	-	-
Public transportation - need evening/weekend service	1	-	2	1	4	-	-	-
<b>Other issues</b>								
City street/traffic planning, no foresight	2	1	-	1	1	2	7	4
City growing but streets still small town	1	2	2	-	1	3	-	-
Trains - too many tracks/trains interrupting traffic	1	3	3	1	1	-	-	-
Parking	-	2	-	-	-	-	-	-

Note: Only the top-named responses are presented. A complete list of responses is available in the tabular results.

Note: Shaded numbers represent respondents that are more likely to name a particular response than found in the overall random sample.

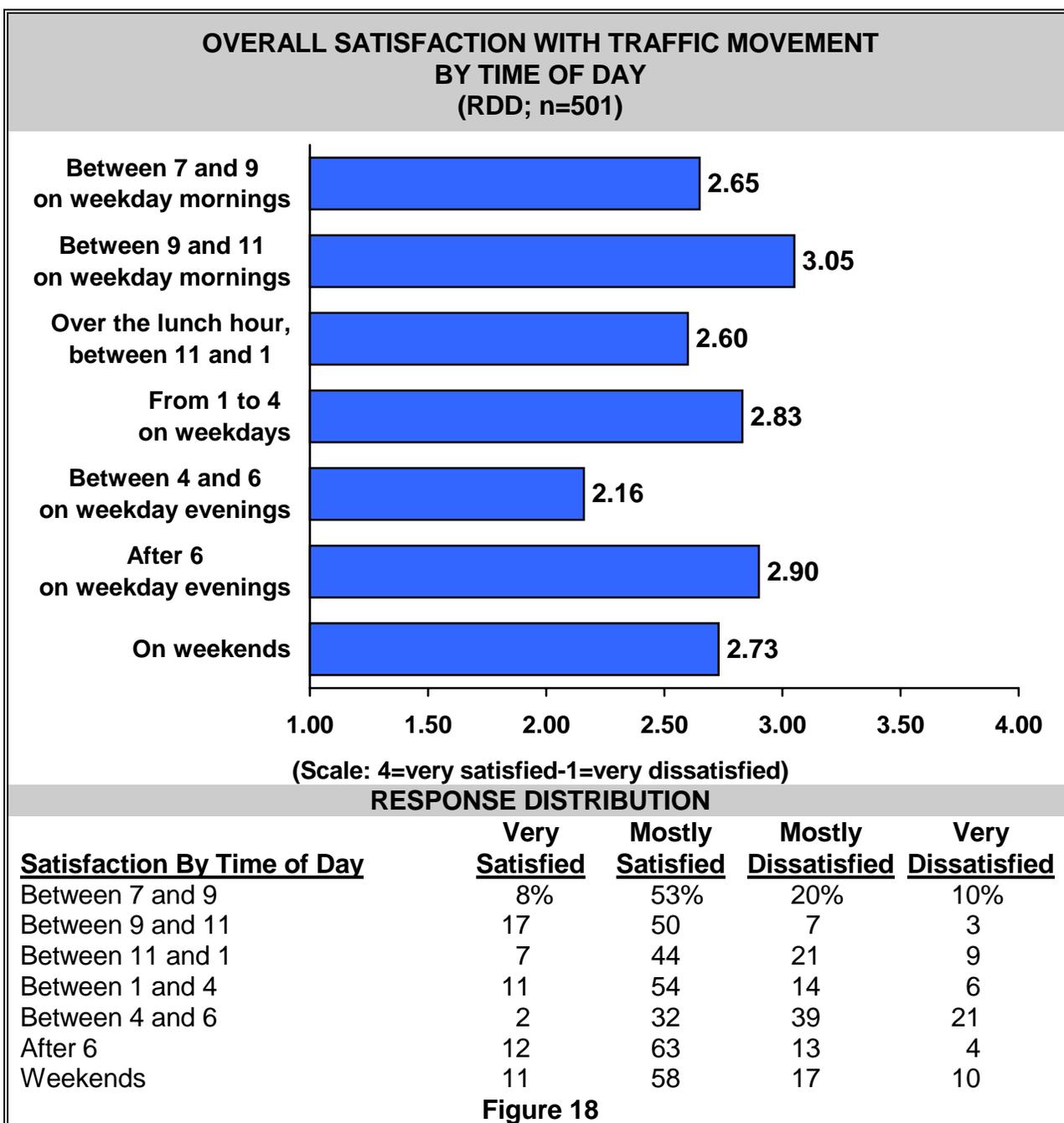
- Issues surrounding traffic signals were of substantially greater concern to those in the South area (43%), and the issue of traffic light timing is of major concern to rural Lancaster County residents (26%).
- Street widening (25%) and adding turning lanes (8%) was of great concern to those in North East Lincoln, as was the fact that there are "too many drivers" (16% vs. 12% in the total sample).

- Those in East Lincoln were more likely than average to feel more attention needs to be paid to repairing potholes and street surfaces (18%), and that people run red lights (10% vs. 5% in the total sample).
- Far South residents were as likely to name the timing of traffic lights (18%) and the need for wider streets (18%) as found in the total sample of Lancaster County residents (19%, 17%). They were even more likely, however, when compared to the total "RDD" sample to name the need for a bypass or beltway (14% vs. 7% for total), the coordination or amount of street construction (13% vs. 10%), and the need for more streets (12% vs. 8%).
- Residents in West Lincoln showed a higher than average level of concern about traffic moving too slowly (14% vs. 7%).
- Those in North Central Lincoln, like those in North East Lincoln, were more concerned than average with the number of cars and/or drivers on the streets (16% and 16% vs. 12%).

All respondents were asked their perceptions of the traffic movement during seven key times of the day or week:

**"Now, are you very satisfied, mostly satisfied, mostly dissatisfied, or very dissatisfied with how traffic moves in Lincoln...?"**

- **Between 7 and 9 on weekday mornings**
- **Between 9 and 11 on weekday mornings**
- **Over the lunch hour, between 11 and 1**
- **From 1 to 4 on weekdays**
- **Between 4 and 6 on weekday evenings**
- **After 6 on weekday evenings**
- **On weekends**



**TABLE 14  
OVERALL SATISFACTION WITH TRAFFIC MOVEMENT  
BY TIME OF DAY**

		Between 7 and 9	Between 9 and 11	Between 11 and 1	Between 1 and 4	<b>Between 4 and 6</b>	After 6	Week- ends
Total (RDD)	(n=501)	2.65	3.05	2.60	2.83	<b>2.16</b>	2.90	2.73
<b>TARGET GROUPS</b>								
Arnold Heights	(n=98)	2.63	2.95	2.46	2.55	<b>2.22</b>	2.95	2.72
Minority	(n=98)	2.89	2.91	2.58	2.69	<b>2.20</b>	2.92	2.78
Low income	(n=196)	2.81	3.05	2.54	2.76	<b>2.26</b>	2.92	2.79
<b>RDD: LOCATION</b>								
North Central	(n=90)	2.80	3.03	2.53	2.79	<b>2.20</b>	3.01	2.75
North East	(n=61)	2.77	3.00	2.62	2.83	<b>2.20</b>	2.91	2.68
East	(n=91)	2.78	3.01	2.59	2.76	<b>2.19</b>	2.88	2.70
South	(n=114)	2.63	3.14	2.71	2.90	<b>2.22</b>	2.84	2.84
Far South	(n=90)	2.37	2.99	2.40	2.83	<b>1.96</b>	2.81	2.69
West	(n=28)	2.56	3.19	2.92	2.82	<b>2.14</b>	3.00	2.73
Lancaster County	(n=27)	2.60	3.05	2.62	2.82	<b>2.23</b>	3.04	2.56
<b>RDD: AGE</b>								
18-24	(n=65)	2.73	3.04	2.63	2.84	<b>2.30</b>	2.98	2.91
25-34	(n=100)	2.80	3.14	2.76	2.98	<b>2.36</b>	2.98	2.88
35-44	(n=103)	2.52	2.97	2.54	2.76	<b>1.99</b>	2.84	2.62
45-54	(n=104)	2.71	3.07	2.59	2.84	<b>2.22</b>	2.95	2.70
55-64	(n=65)	2.47	3.02	2.46	2.74	<b>1.95</b>	2.81	2.55
65+	(n=64)	2.67	3.03	2.53	2.74	<b>2.06</b>	2.78	2.73
<b>RDD: HAVE CHILDREN</b>								
Yes	(n=175)	2.65	3.16	2.66	2.91	<b>2.15</b>	2.97	2.75
No	(n=326)	2.65	2.99	2.56	2.78	<b>2.17</b>	2.86	2.72

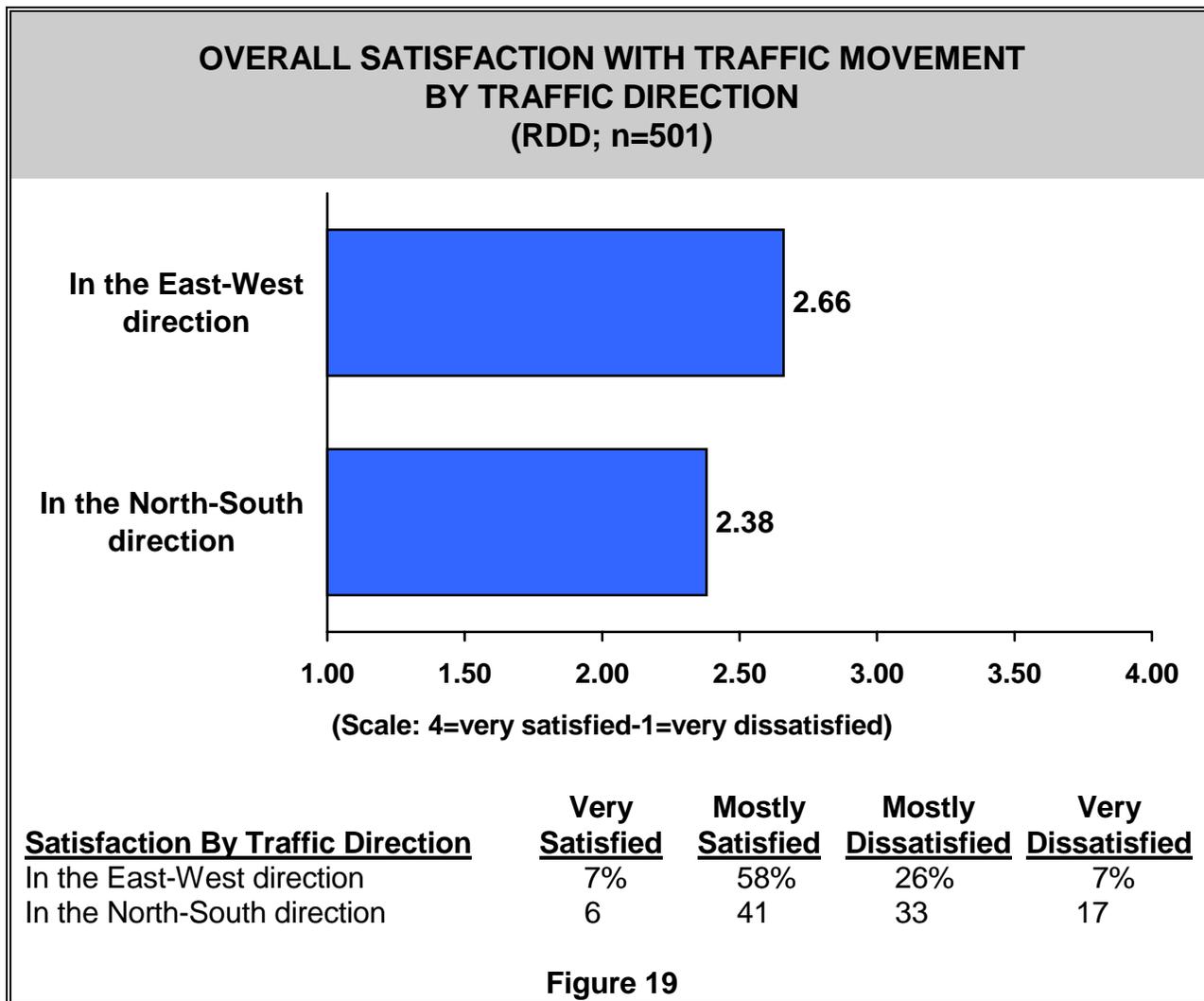
Scale: 4=very satisfied, 3=mostly satisfied, 2=mostly dissatisfied, 1=very dissatisfied

- Respondents were more satisfied than dissatisfied with traffic flow during six of the seven time periods assessed. Respondents were substantially less satisfied with traffic between 4:00 and 6:00 in the afternoon (2.16 on a scale of 4.00) than with any other time period. This was true for every demographic/geographic subgroup.

- Lunch time traffic (2.60) and morning "rush" traffic (2.65) were second and third in terms of being less satisfying times to drive.
- Respondents were satisfied, for the most part, with traffic movement between 9:00 and 11:00 (3.05), after 6:00 p.m. (2.90), between 1:00 and 4:00 (2.83) and on weekends (2.73).

**"Now, are you very satisfied, mostly satisfied, mostly dissatisfied, or very dissatisfied with how traffic moves in Lincoln...?"**

- **In the East -West direction across town**
- **In the North-South direction across town**



- Lancaster County residents were significantly more satisfied with traffic movement in the East-West direction (2.66) than they were with the major North-South streets (2.38).
- Exactly half (50%) expressed some degree of dissatisfaction with the movement of North-South traffic, while only a third (33%) were dissatisfied to some extent with East-West traffic flow.

**TABLE 15  
OVERALL SATISFACTION WITH TRAFFIC MOVEMENT  
BY TRAFFIC DIRECTION**

		East- West	North- South
Total (RDD)	(n=501)	2.66	2.38
<b>TARGET GROUPS</b>			
Arnold Heights	(n=98)	2.51	2.53
Minority	(n=98)	2.81	2.53
Low income	(n=196)	2.75	2.61
<b>RDD: LOCATION</b>			
North Central	(n=90)	2.79	2.56
North East	(n=61)	2.64	2.44
East	(n=91)	2.72	2.43
South	(n=114)	2.67	2.43
Far South	(n=90)	2.47	2.08
West	(n=28)	2.46	2.23
Lancaster County	(n=27)	2.81	2.38
<b>RDD: AGE</b>			
18-24	(n=65)	2.75	2.49
25-34	(n=100)	2.78	2.60
35-44	(n=103)	2.52	2.24
45-54	(n=104)	2.62	2.32
55-64	(n=65)	2.61	2.14
65+	(n=64)	2.70	2.51
<b>RDD: HAVE CHILDREN</b>			
Yes	(n=175)	2.71	2.37
No	(n=326)	2.63	2.38

Scale: 4=very satisfied, 3=mostly satisfied, 2=mostly dissatisfied, 1=very dissatisfied

- With the exception of Arnold Heights residents, the North-South flow of traffic caused more dissatisfaction than did the East-West traffic. Arnold Heights residents were equally dissatisfied with North-South traffic movement (2.53) as with East-West movement (2.51).

All respondents were asked to agree or disagree with a series of attitude/position statements regarding traffic/transportation mobility issues:

***"I'm going to read you a list of statements about Lincoln streets and the transportation system. Please tell me if you strongly agree, mostly agree, mostly disagree, or strongly disagree with each statement. How about...?"***

**TABLE 16  
AGREEMENT WITH STATEMENTS REGARDING  
TRAFFIC AND TRANSPORTATION SYSTEM  
(RDD; n=501)**

	Strongly Agree	Mostly Agree	Mostly Disagree	Strongly Disagree	Don't Know	Mean Rating
<b>DRIVER BEHAVIORS</b>						
You frequently see people not paying close attention to their driving because they are distracted by doing other things.	46%	31%	19%	3%	1%	3.21
A lot of people run red lights in Lincoln.	49	23	21	6	1	3.15
A lot of drivers drive too fast.	37	33	25	5	-	3.02
Many of the traffic problems and frustrations you encounter are caused by drivers that don't seem to know how to drive.	32	28	32	7	2	2.86
<b>ADJUSTMENTS/USE OF PUBLIC TRANSPORT</b>						
You sometimes adjust your travel <b>ROUTE</b> to avoid heavy traffic.	43	40	10	8	1	3.18
You sometimes adjust your travel <b>TIME</b> to avoid heavy traffic.	32	37	17	13	1	2.90
You have adjusted the time of day you regularly work to avoid heavy traffic.	18	18	24	38	3	2.16
You sometimes adjust your <b>MODE OF TRAVEL</b> , by using bikes, buses, etc, to avoid heavy traffic.	5	9	24	61	-	1.58
You sometimes take the StarTran bus or shuttle to work or school or shopping.	3	5	14	78	-	1.33

- continued -

**TABLE 16 - Continued**  
**AGREEMENT WITH STATEMENTS REGARDING**  
**TRAFFIC AND TRANSPORTATION SYSTEM**  
**(RDD; n=501)**

	Strongly Agree	Mostly Agree	Mostly Disagree	Strongly Disagree	Don't Know	Mean Rating
<b>SIGNAL/STREET ISSUES</b>						
You often notice intersections that you think should have a left turn arrow.	41%	35%	18%	4%	2%	3.16
Much of the traffic problems or congestion would be solved if road construction and repairs in Lincoln were better coordinated.	39	32	22	5	2	3.09
You often notice intersections that you think should have a right or left turn lane.	36	39	20	4	1	3.08
You often notice intersections that you think should have a traffic signal.	27	34	31	7	2	2.82
You think preserving the character of older homes and neighborhoods is more important than widening roads through those areas.	24	26	25	20	5	2.57
The timing of traffic lights are well-coordinated for a smooth flow of traffic.	12	45	23	20	1	2.49
Lincoln's streets are well-maintained.	9	48	24	18	1	2.48
You would pay higher wheel tax or other tax to help pay for improvements in the system of streets and the transportation system in Lincoln and Lancaster County.	14	38	18	28	1	2.39
The major streets in Lincoln are adequate for carrying the volume of traffic we have.	6	32	31	30	1	2.14

Scale: 4=strongly agree, 3=mostly agree, 2=mostly disagree, 1=strongly disagree

- Respondents were most likely to agree that they frequently see people not paying close attention to their driving due to distractions (3.21). They were nearly as likely to agree that they sometimes adjust their travel route to avoid heavy traffic (3.18), that they often notice intersections that should have a left turn arrow (3.16), and that a lot of people run red lights in Lincoln (3.15). More than two in five residents strongly agreed with these statements (41% - 49%).

- Respondents were also more likely to agree than disagree with seven additional statements. More than seven in ten (71%) agreed that much of the traffic problems or congestion would be solved if road construction and repairs were better coordinated, and a similar level of agreement was observed with the notion that a lot of drivers drive too fast (70%). Nearly as many agreed (69%), but less strongly so, that they sometimes adjust their travel time to avoid heavy traffic. Three out of five (60%) agreed that many of Lincoln's traffic problems are caused by drivers that don't seem to know how to drive, very similar to their agreement that they often notice intersections that they think should have a traffic signal (61%). Finally, slightly more people agreed (50%) than disagreed (45%) that preserving the character of older homes and neighborhoods is more important than widening roads through those areas.
- Lancaster County residents disagree more than they agree with seven opinion statements, especially with the idea that they sometimes take StarTran buses or shuttles (92% disagreed, 78% strongly). Only one respondent in seven (14%) said that they sometimes adjust their mode of travel, by using a bike, bus, etc., to avoid heavy traffic, while 85% disagreed. Three respondents in five disagreed that the major streets are adequate to carry the current traffic load (61%), or that they have adjusted the time of day they work to avoid heavy traffic (62%).
- Although more people agreed than disagreed that they would pay higher wheel tax or other tax to help pay for improvements in the streets and transportation system (52% agreed, 46% disagreed), those in disagreement expressed stronger feelings, with 28% **strongly** disagreeing, and only half that proportion (14%) strongly agreeing.
- Nearly three of four respondents agreed that Lincoln's streets are well-maintained (57% agreed), and that the timing of traffic lights are well coordinated for a smooth flow of traffic (57% agreed).

**TABLE 17  
AGREEMENT WITH STATEMENTS REGARDING  
TRAFFIC AND TRANSPORTATION SYSTEM  
BY TARGET GROUP**

	RDD (n=501)	Target Groups:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>DRIVER BEHAVIORS</b>				
You frequently see people not paying close attention to their driving because they are distracted by doing other things.	3.21	3.37	3.34	3.24
A lot of people run red lights in Lincoln.	3.15	3.05	3.08	3.02
A lot of drivers drive too fast.	3.02	3.13	2.91	2.93
Many of the traffic problems and frustrations you encounter are caused by drivers that don't seem to know how to drive.	2.86	3.02	3.04	2.92
<b>ADJUSTMENTS/USE OF PUBLIC TRANSPORT</b>				
You sometimes adjust your travel <b>ROUTE</b> to avoid heavy traffic.	3.18	3.16	2.97	3.11
You sometimes adjust your travel <b>TIME</b> to avoid heavy traffic.	2.90	3.12	2.90	3.00
You have adjusted the time of day you regularly work to avoid heavy traffic.	2.16	2.06	2.30	2.24
You sometimes adjust your <b>MODE OF TRAVEL</b> , by using bikes, buses, etc, to avoid heavy traffic.	1.58	1.42	1.86	2.02
You sometimes take the StarTran bus or shuttle to work or school or shopping.	1.33	1.32	1.75	1.73

- continued -

**TABLE 17 - Continued  
AGREEMENT WITH STATEMENTS REGARDING  
TRAFFIC AND TRANSPORTATION SYSTEM  
BY TARGET GROUP**

	RDD (n=501)	Target Groups:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
<b>SIGNAL/STREET ISSUES</b>				
You often notice intersections that you think should have a left turn arrow.	3.16	3.04	3.25	3.01
Much of the traffic problems or congestion would be solved if road construction and repairs in Lincoln were better coordinated.	3.09	3.23	3.38	3.19
You often notice intersections that you think should have a right or left turn lane.	3.08	3.12	3.12	2.95
You often notice intersections that you think should have a traffic signal.	2.82	2.98	3.13	2.97
You think preserving the character of older homes and neighborhoods is more important than widening roads through those areas.	2.57	2.51	2.45	2.79
The timing of traffic lights are well-coordinated for a smooth flow of traffic.	2.49	2.45	2.80	2.56
Lincoln's streets are well-maintained.	2.48	2.14	2.67	2.43
You would pay higher wheel tax or other tax to help pay for improvements in the system of streets and the transportation system in Lincoln and Lancaster County.	2.39	1.97	2.46	2.53
The major streets in Lincoln are adequate for carrying the volume of traffic we have.	2.14	2.05	2.36	2.35

Scale: 4=strongly agree, 3=mostly agree, 2=mostly disagree, 1=strongly disagree

Note: shaded areas indicate an average level of agreement that is .10 higher or lower than that seen for the total sample

- Compared to the total of Lancaster County residents, Arnold Heights residents were much more in agreement with the following statements:
  - You frequently see people not paying close attention to their driving because they are distracted by doing other things. (3.37 vs. 3.21)
  - Much of the traffic problems or congestion would be solved if road construction and repairs in Lincoln were better coordinated. (3.23 vs. 3.09)

- Many of the traffic problems and frustrations you encounter are caused by drivers that don't seem to know how to drive. (3.02 vs. 2.86)
  - A lot of drivers drive too fast. (3.13 vs. 3.02)
  - You often notice intersections that you think should have a traffic signal. (2.98 vs. 2.82)
  - You sometimes adjust your travel **TIME** to avoid heavy traffic. (3.12 vs. 2.90)
- Arnold Heights residents were less agreeable to the idea of paying higher taxes for street and transportation (1.97) than were low income (2.53) or minority (2.46) respondents, and less likely to feel Lincoln's major streets were adequate (2.05 vs. 2.35 and 2.36).
- Lower income respondents were in more agreement to preserving the older homes and neighborhoods (2.79) than were minority respondents (2.45).
- Minority respondents were more likely to agree or disagree by .10 or more mean rating points than was the total sample, on 13 of the 18 variables, while Arnold Heights residents stated such different opinions on 10 of those 18 statements, and low income respondents differed substantially on only eight statements.
- Many other differences in findings can be noted in Table 17, but are not mentioned narratively for purposes of brevity.

The same series of statements was examined by geographic location or neighborhood of the respondent in Table 18, below.

**TABLE 18  
AGREEMENT WITH STATEMENTS REGARDING  
TRAFFIC AND TRANSPORTATION SYSTEM  
BY GEOGRAPHIC AREA**

	RDD: Geographic Area							
	RDD (n=501)	North Central (n=90)	North East (n=61)	East (n=91)	South (n=114)	Far South (n=90)	West (n=28)	Lanc. County (n=27)
<b>DRIVER BEHAVIORS</b>								
You frequently see people not paying close attention to their driving because they are distracted by doing other things.	3.21	3.23	<u>3.33 H</u>	3.24	3.17	3.18	<u>3.07 L</u>	3.08
A lot of people run red lights in Lincoln.	3.15	3.10	3.08	<u>3.33 H</u>	3.08	3.27	3.00	<u>2.93 L</u>
A lot of drivers drive too fast.	3.02	<u>2.84 L</u>	3.10	<u>3.21 H</u>	2.92	3.07	3.04	2.96
Many of the traffic problems and frustrations you encounter are caused by drivers that don't seem to know how to drive.	2.86	<u>3.00 H</u>	2.87	2.92	2.78	2.82	<u>3.00 H</u>	<u>2.54 L</u>
<b>ADJUSTMENTS/USE OF PUBLIC TRANSPORT</b>								
You sometimes adjust your travel <b>ROUTE</b> to avoid heavy traffic.	3.18	3.19	3.16	3.15	3.01	<u>3.47 H</u>	3.18	<u>3.00 L</u>
You sometimes adjust your travel <b>TIME</b> to avoid heavy traffic.	2.90	3.03	2.79	2.83	2.76	<u>3.19 H</u>	2.79	<u>2.62 L</u>
You have adjusted the time of day you regularly work to avoid heavy traffic.	2.16	2.29	1.98	2.09	2.21	<u>2.35 H</u>	1.96	<u>1.67 L</u>
You sometimes adjust your <b>MODE OF TRAVEL</b> , by using bikes, buses, etc, to avoid heavy traffic.	1.58	<u>1.79 H</u>	1.48	1.60	1.71	1.33	1.71	<u>1.19 L</u>
You sometimes take the StarTran bus or shuttle to work or school or shopping.	1.33	<u>1.47 H</u>	1.30	1.29	1.38	1.26	1.32	<u>1.12 L</u>

- continued -

**TABLE 18 - Continued**  
**AGREEMENT WITH STATEMENTS REGARDING**  
**TRAFFIC AND TRANSPORTATION SYSTEM**  
**BY GEOGRAPHIC AREA**

	RDD: Geographic Area							
	RDD (n=501)	North Central (n=90)	North East (n=61)	East (n=91)	South (n=114)	Far South (n=90)	West (n=28)	Lanc. County (n=27)
<b>SIGNAL/STREET ISSUES</b>								
You often notice intersections that you think should have a left turn arrow.	3.16	<u>2.92 L</u>	<u>3.30 H</u>	3.19	3.17	<u>3.30 H</u>	3.15	3.08
Much of the traffic problems or congestion would be solved if road construction and repairs in Lincoln were better coordinated.	3.09	3.14	3.03	<u>2.95 L</u>	2.98	<u>3.30 H</u>	3.07	3.19
You often notice intersections that you think should have a right or left turn lane.	3.08	<u>2.96 L</u>	<u>3.26 H</u>	3.09	3.01	3.20	3.07	<u>2.96 L</u>
You often notice intersections that you think should have a traffic signal.	2.82	2.81	2.85	2.97	2.62	<u>3.00 H</u>	2.85	<u>2.52 L</u>
You think preserving the character of older homes and neighborhoods is more important than widening roads through those areas.	2.57	2.71	2.24	2.75	2.76	<u>2.09 L</u>	<u>2.86 H</u>	2.54
The timing of traffic lights are well-coordinated for a smooth flow of traffic.	2.49	<u>2.66 H</u>	2.59	2.41	2.52	2.42	<u>2.15 L</u>	2.44
Lincoln's streets are well-maintained.	2.48	2.47	2.50	<u>2.38 L</u>	2.41	2.62	2.48	<u>2.70 H</u>
You would pay higher wheel tax or other tax to help pay for improvements in the system of streets and the transportation system in Lincoln and Lancaster County.	2.39	2.44	2.22	2.48	2.38	2.52	<u>2.57 H</u>	<u>1.76 L</u>
The major streets in Lincoln are adequate for carrying the volume of traffic we have.	2.14	2.22	2.16	2.24	<u>2.29 H</u>	<u>1.75 L</u>	2.11	2.11

Scale: 4=strongly agree, 3=mostly agree, 2=mostly disagree, 1=strongly disagree

L= lowest mean score across geographic areas.

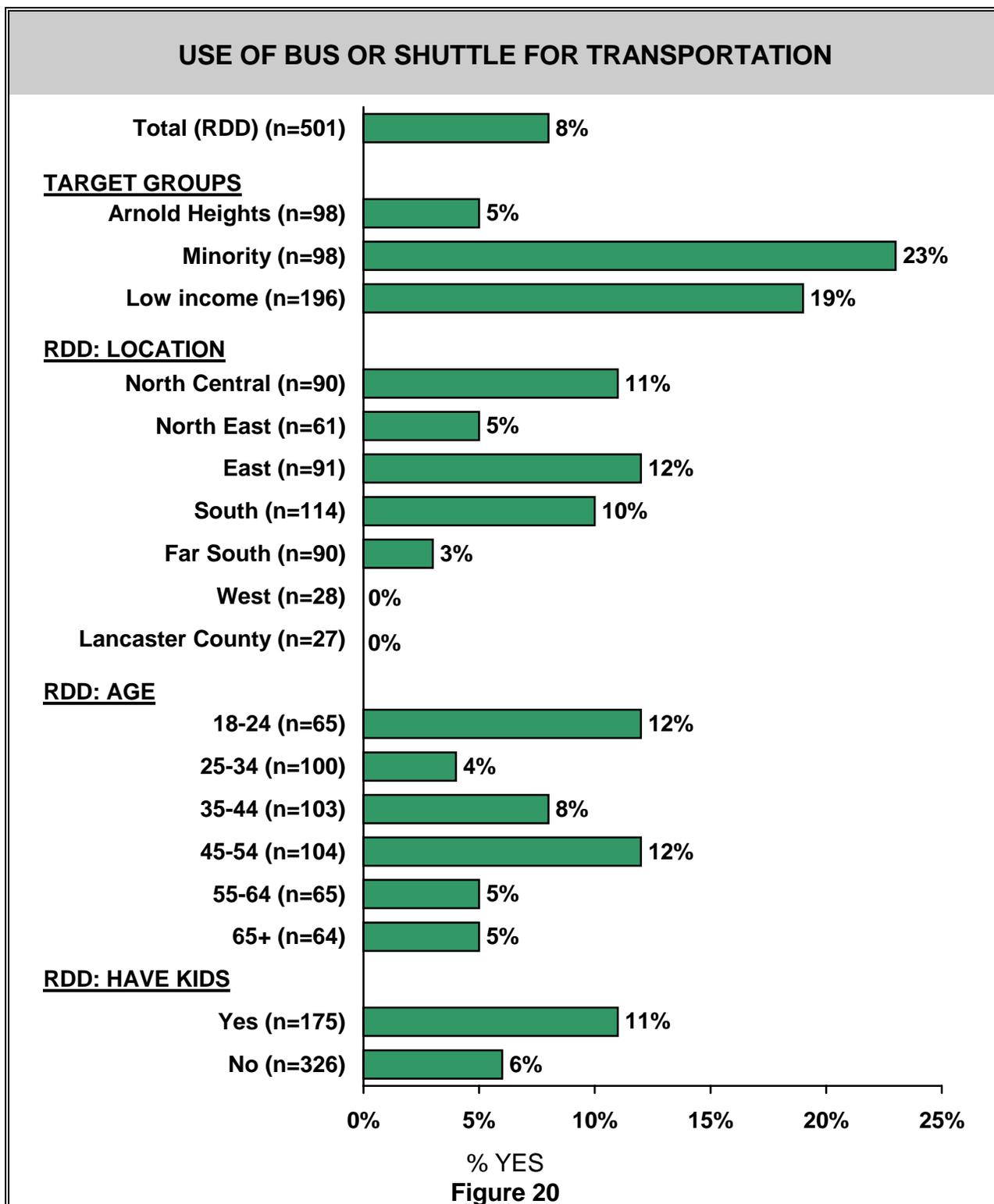
H= highest mean score across geographic areas.

- Again, the results of the responses to each of the 18 items, across the seven geographic submarkets of the Total (RDD) sample vary fairly substantially. They are presented here, graphically, rather than narratively, to limit the extensiveness of the actual report document. The "H" and "L" designations in Table 18, direct the reader to the most differentiating items by respondents' location, for review by planners, elected officials, and other interested parties.

**SECTION VI  
PUBLIC TRANSPORTATION AND  
ALTERNATIVE TRANSPORTATION**

All respondents were asked a series of items on their household's current usage practices regarding Lincoln's StarTran bus and shuttle system.

**"Does anyone in your household use a StarTran bus or shuttle for transportation on a regular basis?"**

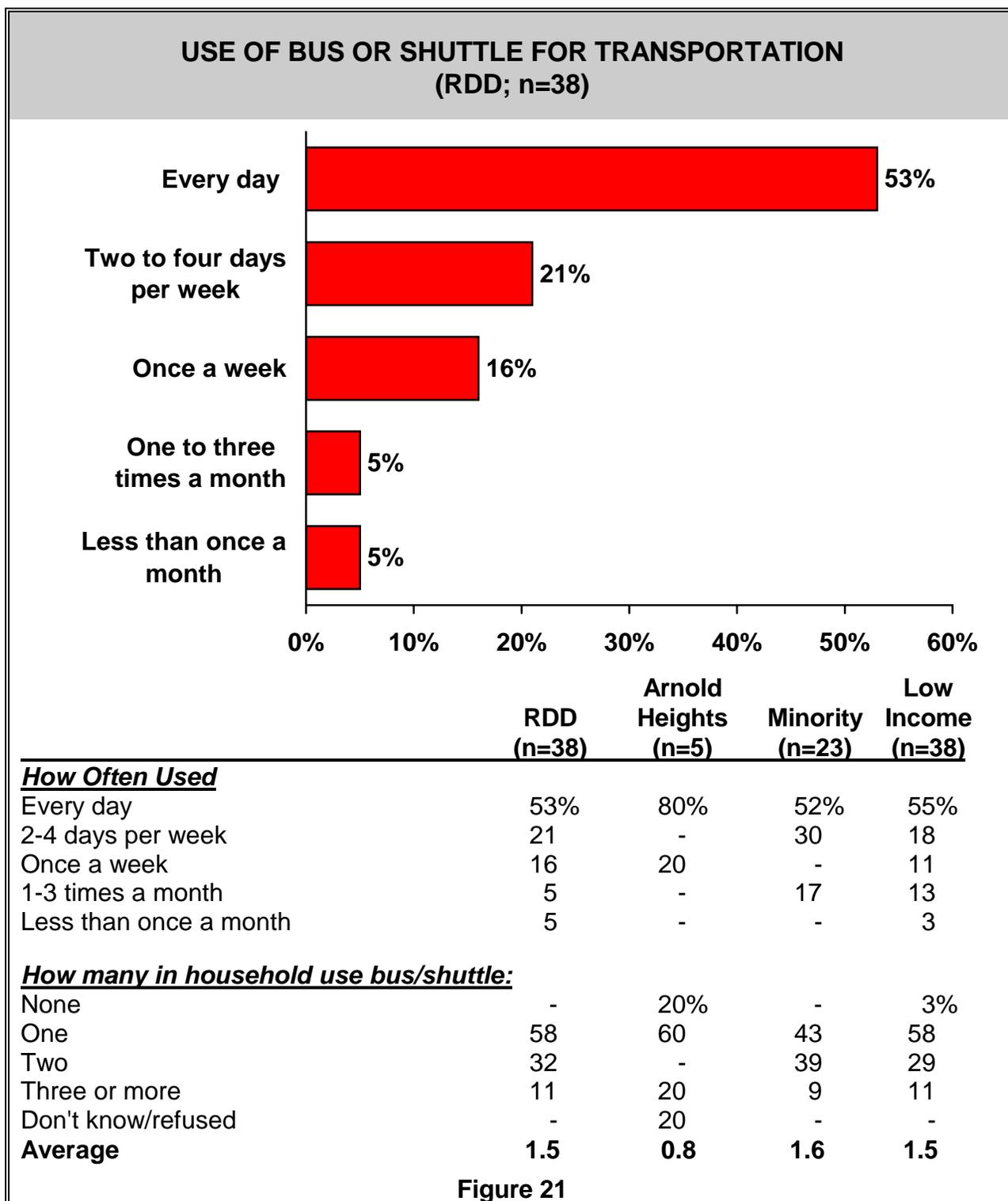


- Again, only one respondent in twelve reported a household member using StarTran bus or shuttle transportation on a regular basis (8%).
- Arnold Heights residents (5%) were less likely, than average, to ride the bus, while minority (23%) and low income (19%) respondents were, by far, the groups most likely to report a household member who regularly uses StarTran.
- Those in East (12%), North Central (11%), and South (10%) Lincoln were most likely to ride the bus, while those in the West (0%), Rural County (0%), Far South (3%) and North East (5%) areas were least likely to use StarTran.
- By age, StarTran users were most prevalent among those in the 18-24 age range, and among 45-54 year olds (12% each), and least evident in the 25-34 category (4%), and among those over age 55 (5%).
- Households with children were more likely to use StarTran (11%) than were those without children (6%).

Those respondents who reported a householder using StarTran were asked:  
**"How often does someone in your household use a StarTran bus or shuttle?"**

and

**"How many people in your household ride a StarTran bus or shuttle, at least occasionally?"**



- Among regular StarTran users, more than half rode the bus or shuttle virtually every day (53%). Nine out of ten users rode a bus at least once per week.
- The average number of bus riders, per "user" household was 1.5, with over half indicating that there is one StarTran rider in the household (58%), and a third (32%) saying there are two riders. About one in ten (11%) indicated three or more riders.
- Caution should be exercised in looking at the results among Arnold Heights (n=5) and minority (n=23) residents, due to very small sample sizes of bus riders. The 38 respondents in the total RDD sample and low income sample are different individuals, although there is some small overlap. The fact that they are both equal in frequency is coincidental.

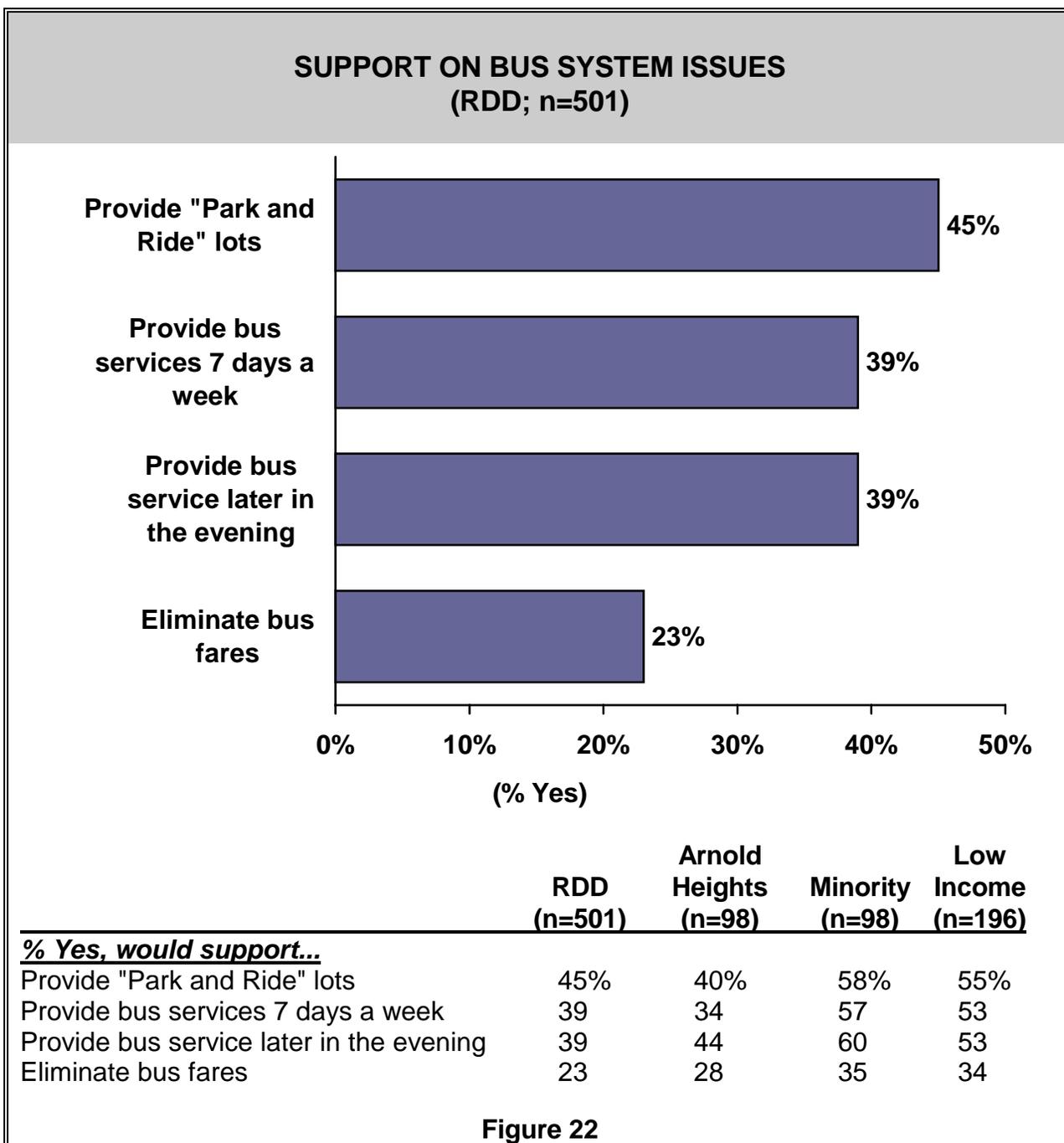
All respondents, users and non-users of StarTran were asked:

***"What could StarTran do or change that would cause you or others in your household to ride the bus more often?"***

<b>TABLE 19 SUGGESTED CHANGES IN STARTRAN SYSTEM</b>				
	RDD (n=501)	Target Groups:		
		Arnold Heights (n=98)	Minority (n=98)	Low Income (n=196)
Nothing	52%	51%	34%	41%
Don't know/refused	8	9	10	11
Have more routes/go where I go	9	6	17	8
Have direct routes, not through Downtown	6	6	6	3
Run at night	5	4	8	9
Have a stop/route closer to home	5	2	2	5
More frequent stops/pick-ups/shorter wait at the bus stop	2	1	8	5
Expand/improve schedule	1	3	1	3
Run (more) on weekends	1	2	3	2
Run outside of Lincoln/to small towns/to Omaha	1	1	-	1
Run earlier in the morning	1	1	1	2
Shorter routes/route times	1	1	1	1
Better/safer drivers	1	-	-	1
Publish/mail schedules	-	3	2	2
Lower the fare	-	2	2	2
Would use if didn't have car/license	-	2	-	2
Safer	-	2	1	-
Be on time	-	-	1	2
Better handicapped access	-	-	-	1
Other	5	3	2	1

- Three out of five respondents said they didn't know of anything that StarTran could do or change to cause their household to ride the bus more often (60%).
- The remaining 40% of respondents gave a wide range of responses, most pertaining to having more routes (where they need to go) (9%), more direct routes, not through downtown (6%), and a stop or route closer to their home (5%).
- Minority (56%) and low income (48%) respondents were most likely to name something that would cause them to use StarTran more often.

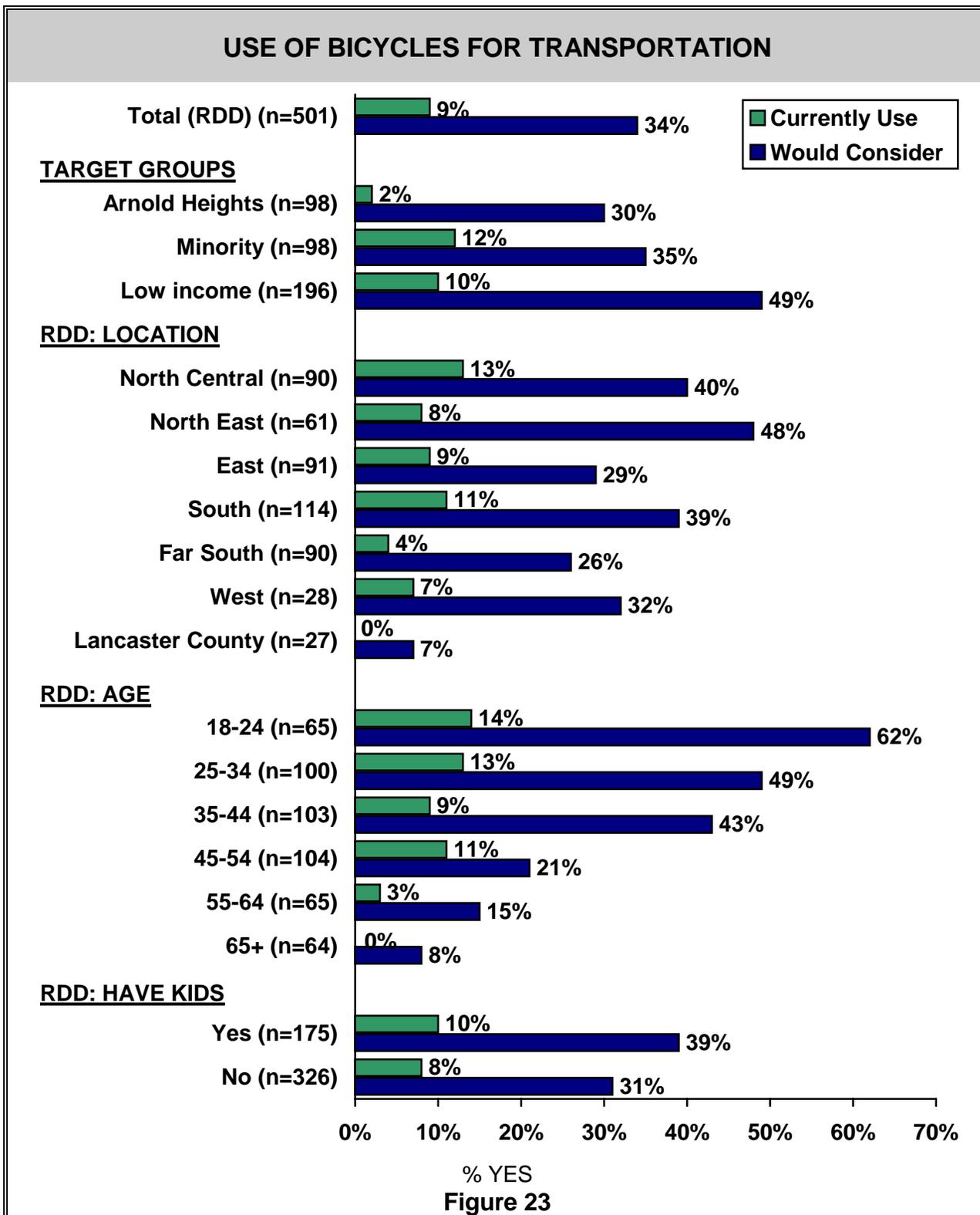
**"Lincoln is looking at ways to encourage the use of public transportation or busing, to reduce the amount of vehicle traffic in the city. Would you support an increase in taxes to...?"**



- Respondents were most supportive of a tax increase to provide "park and Ride" parking lots, with nearly half saying they would support such a tax increase (45%). Slightly fewer would be supportive of a tax increase to provide bus service seven days a week (39%) or later in the evening (39%). Fewer than a quarter would support an increase to eliminate bus fares (23%).
  
- Minorities and low income respondents were more likely to support each proposed tax increase, with half to three-fifths of each group supporting three of the four proposed tax increase objectives.

**"Does anyone in your household, over the age of 18, regularly ride a bike to work or school?"**

**"Would you, personally, ever consider riding a bike to work or school several times a week, when weather permits?"**



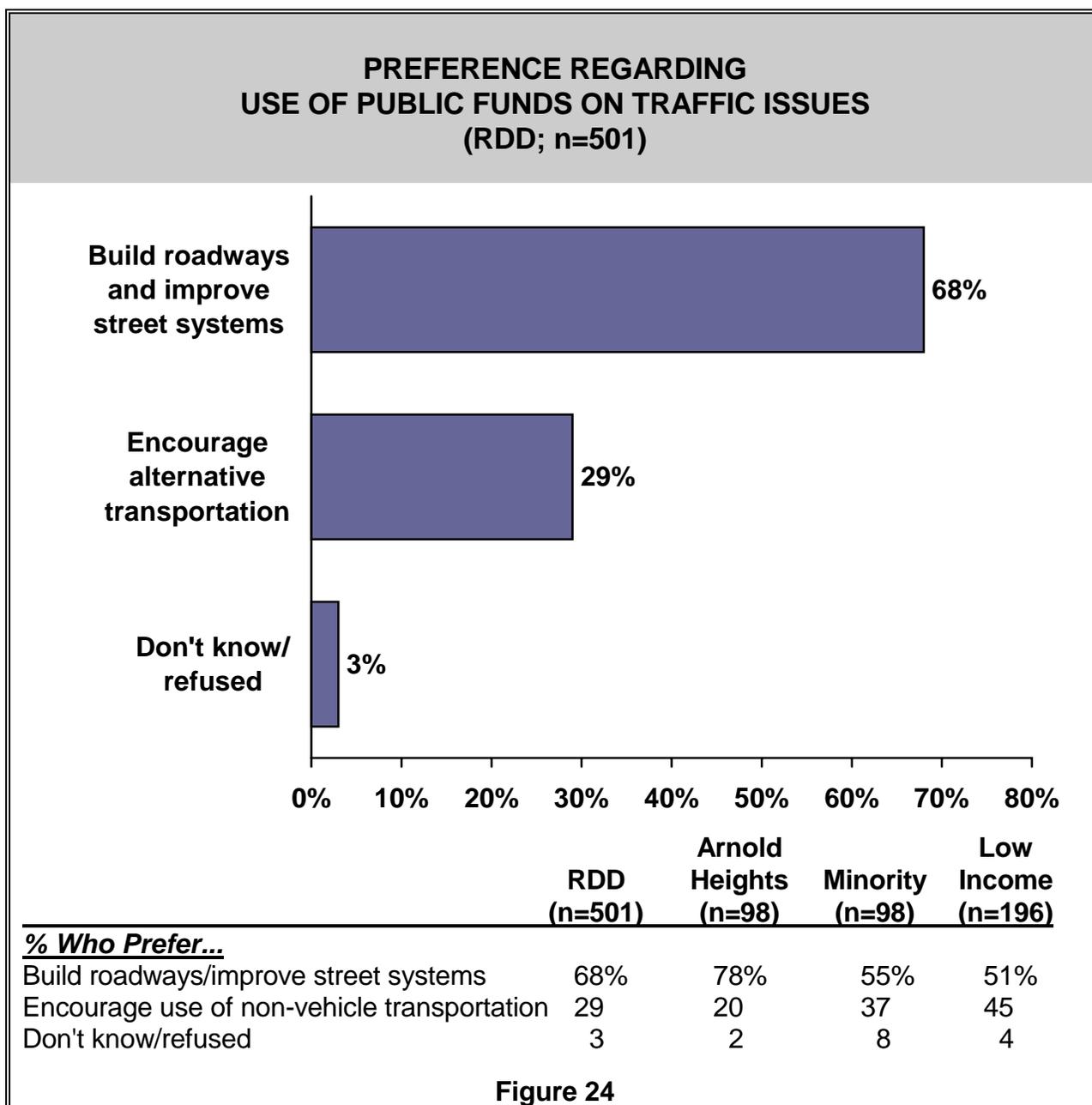
- While fewer than one in ten (9%) respondents reported that one or more adult (18+) members of their household regularly rode a bike to work or school, fully a third (34%) indicated that they would consider doing so.
- The likelihood to consider riding a bike decreased dramatically as the age of the respondent increased, from a high of 62% (18-24 year olds) to a low of eight percent (8%) (65+). The actual level of bike-riding behavior is more consistent across the four age categories from 18-24 (14%) to 45 to 54 (11%). Non-bike riders over the age of 45 were not likely to consider riding a bike in the future.
- Low income respondents (49%) were also highly likely to consider bike ridership, to a much greater extent than were minority (35%) or Arnold Heights (30%) respondents.

**SECTION VII  
TRANSPORTATION TRADE-OFFS**

All respondents were asked their opinions on a series of policy choices or trade-offs. The responses to these trade-off questions are examined in this section of the report.

**"Would you prefer ...?"**

- **To spend more public funds to build roadways and improve street systems in Lincoln OR**
- **To spend more public funds on encouraging the use of non-vehicle transportation, such as walking and biking, and on public transportation systems, such as buses"**



- By an overwhelming margin, Lancaster County residents preferred that more public funds be spent to build roadways and improve street systems in Lincoln (68%), rather than spending that money on encouraging the use of non-vehicle or public transportation (29%).
  
- Arnold Heights residents (78%) were more likely than average, and low income (51%) and minority (55%) residents were less likely than average, to favor building street systems, rather than encouraging alternate transportation.

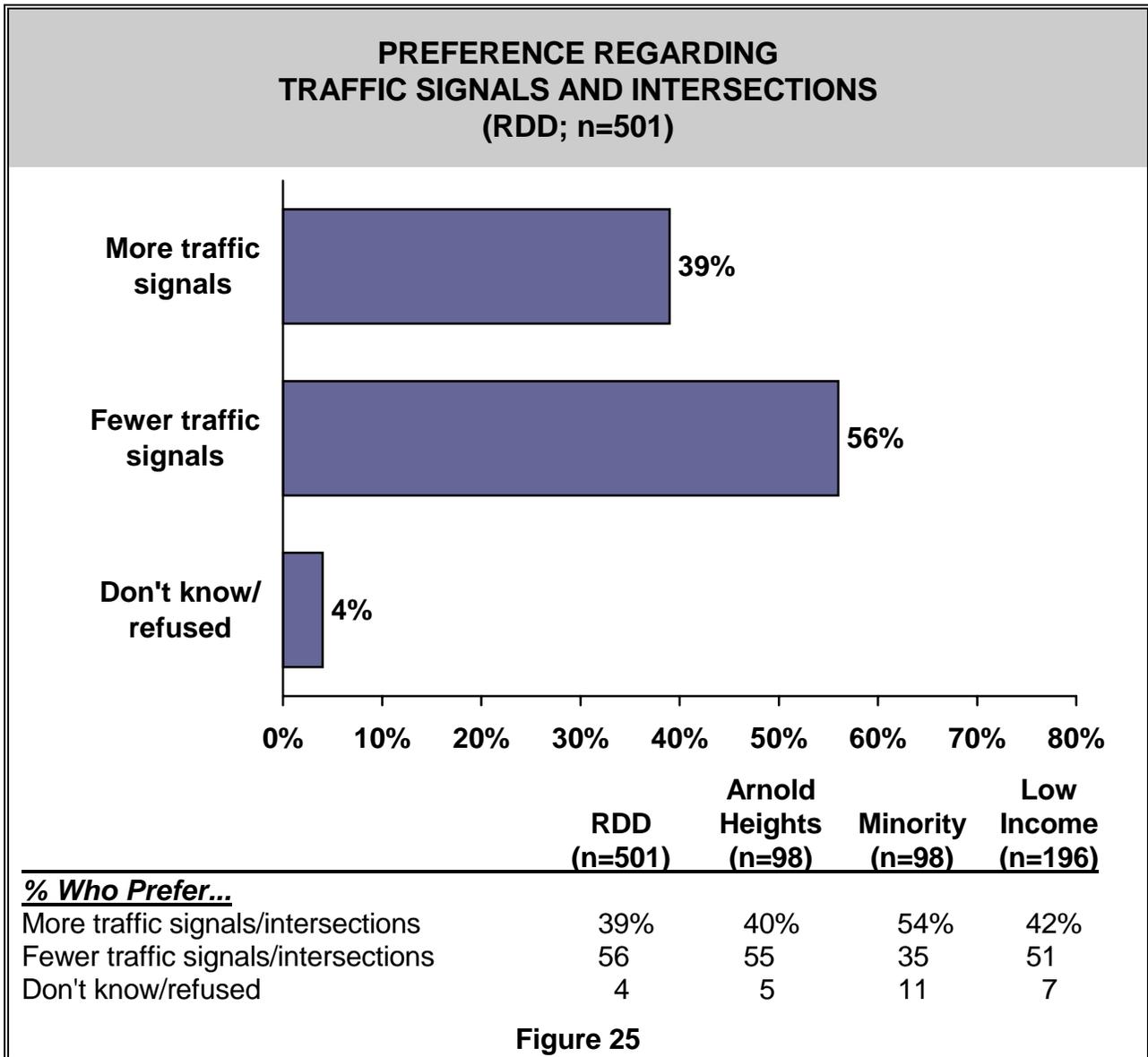
**TABLE 20  
PREFERENCE REGARDING  
USE OF PUBLIC FUNDS ON TRAFFIC ISSUES**

		Build roadways/ improve streets	Encourage alternative transportation	Don't know/ Refused
Total (RDD)	(n=501)	68%	29%	3%
<b>TARGET GROUPS</b>				
Arnold Heights	(n=98)	78%	20%	2%
Minority	(n=98)	55	37	8
Low income	(n=196)	51	45	4
<b>RDD: LOCATION</b>				
North Central	(n=90)	69%	30%	1%
North East	(n=61)	66	31	3
East	(n=91)	56	38	5
South	(n=114)	67	30	4
Far South	(n=90)	79	20	1
West	(n=28)	75	25	-
Lancaster County	(n=27)	70	26	4
<b>RDD: AGE</b>				
18-24	(n=65)	71%	29%	-
25-34	(n=100)	62	36	2
35-44	(n=103)	71	29	-
45-54	(n=104)	73	24	3
55-64	(n=65)	74	20	6
65+	(n=64)	55	38	8
<b>RDD: HAVE CHILDREN</b>				
Yes	(n=175)	72%	26%	2%
No	(n=326)	66	31	3
<b>RDD: GENDER</b>				
Male	(n=230)	67%	31%	3%
Female	(n=271)	69	28	3
<b>RDD: LENGTH OF TIME IN COUNTY</b>				
Less than 3 years	(n=50)	70%	28%	2%
3-10 years	(n=90)	59	38	3
10+ years	(n=361)	70	27	3

- By location, those in the Far South (79%) and West (75%) were especially supportive of using funds to build roadways and improve streets, rather than spending those funds on encouraging the use of alternative forms of transportation.
  
- Those in the 45-64 age groups were least likely to support funds being spent on encouraging alternative transportation (20% -24%). Interestingly, those over 65 were most supportive of spending on alternative transportation (38%), although that age group was the least likely to use such alternative modes.

**"Would you prefer ...?"**

- **More traffic signals or intersections on main roads to improve access from adjacent businesses and neighborhoods, with increased stops on those main roads OR**
- **Fewer traffic signals or intersections on main roads to have fewer stops along the road from one destination to another"**



- By a substantial majority, Lancaster County residents would prefer having fewer traffic signals or intersections on main roads to allow for fewer stops from one destination to another (56%), rather than having more stops and lights, which would provide better access to businesses and neighborhoods along those roads.
- More than half of minority respondents preferred having more signals and intersections to provide better local access (54%).

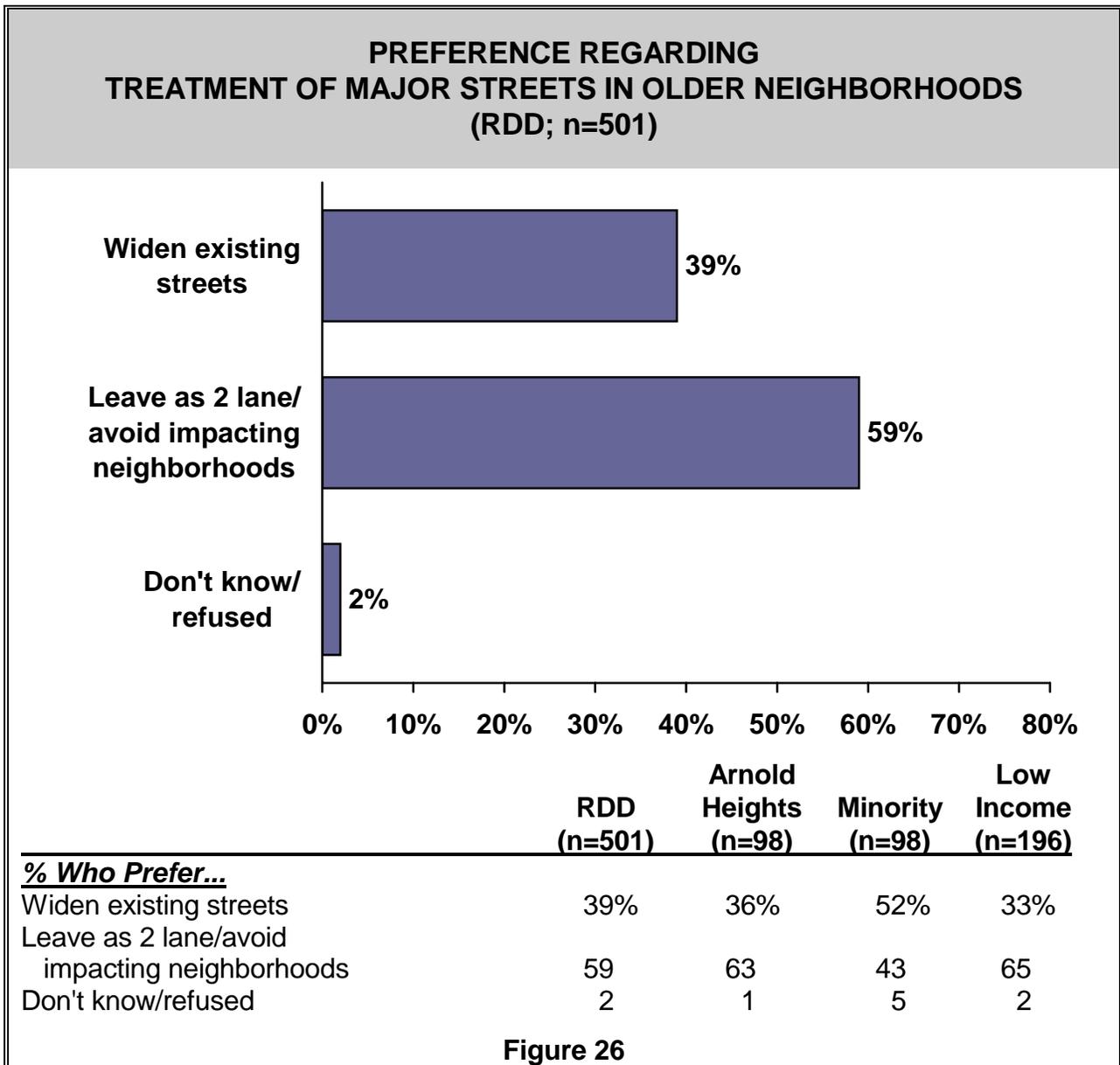
**TABLE 21  
PREFERENCE REGARDING  
TRAFFIC SIGNALS AND INTERSECTIONS**

		More traffic signals/ intersections	Fewer traffic signals/ intersections	Don't know/ Refused
Total (RDD)	(n=501)	39%	56%	4%
<b>TARGET GROUPS</b>				
Arnold Heights	(n=98)	40%	55%	5%
Minority	(n=98)	54	35	11
Low income	(n=196)	42	51	7
<b>RDD: LOCATION</b>				
North Central	(n=90)	42%	54%	3%
North East	(n=61)	26	69	5
East	(n=91)	47	47	5
South	(n=114)	40	54	5
Far South	(n=90)	40	58	2
West	(n=28)	43	54	4
Lancaster County	(n=27)	22	74	4
<b>RDD: AGE</b>				
18-24	(n=65)	35%	62%	3%
25-34	(n=100)	40	59	1
35-44	(n=103)	32	67	1
45-54	(n=104)	40	57	3
55-64	(n=65)	35	57	8
65+	(n=64)	56	30	14
<b>RDD: HAVE CHILDREN</b>				
Yes	(n=175)	38%	61%	1%
No	(n=326)	40	54	6
<b>RDD: GENDER</b>				
Male	(n=230)	33%	63%	4%
Female	(n=271)	45	51	4
<b>RDD: LENGTH OF TIME IN COUNTY</b>				
Less than 3 years	(n=50)	38%	60%	2%
3-10 years	(n=90)	44	49	7
10+ years	(n=361)	38	58	4

- Geographically, six of seven regions of Lancaster County preferred having fewer signals and intersections, especially residents in the rural parts of the county (74%) and the North East area (69%). Only in the East area was preference between more traffic signals (47%) and fewer traffic signals (47%) evenly split.
- No patterns in results were observed, by age, except that those over 65 years of age were significantly more likely to prefer having more signals and intersections for better access to businesses and neighborhood (56%) than was found in the total sample (39%).
- Men were strongly in favor of having fewer traffic signals and intersections (63% fewer signals vs. 33% more signals), while women were more evenly split on the issue (51% fewer signals vs. 45% more signals).

**"Would you prefer ...?"**

- **To widen existing major streets in older neighborhoods to four lanes to improve traffic flow OR**
- **To leave major streets as two lanes, with a center turning lane, to avoid impacting older homes and neighborhoods "**



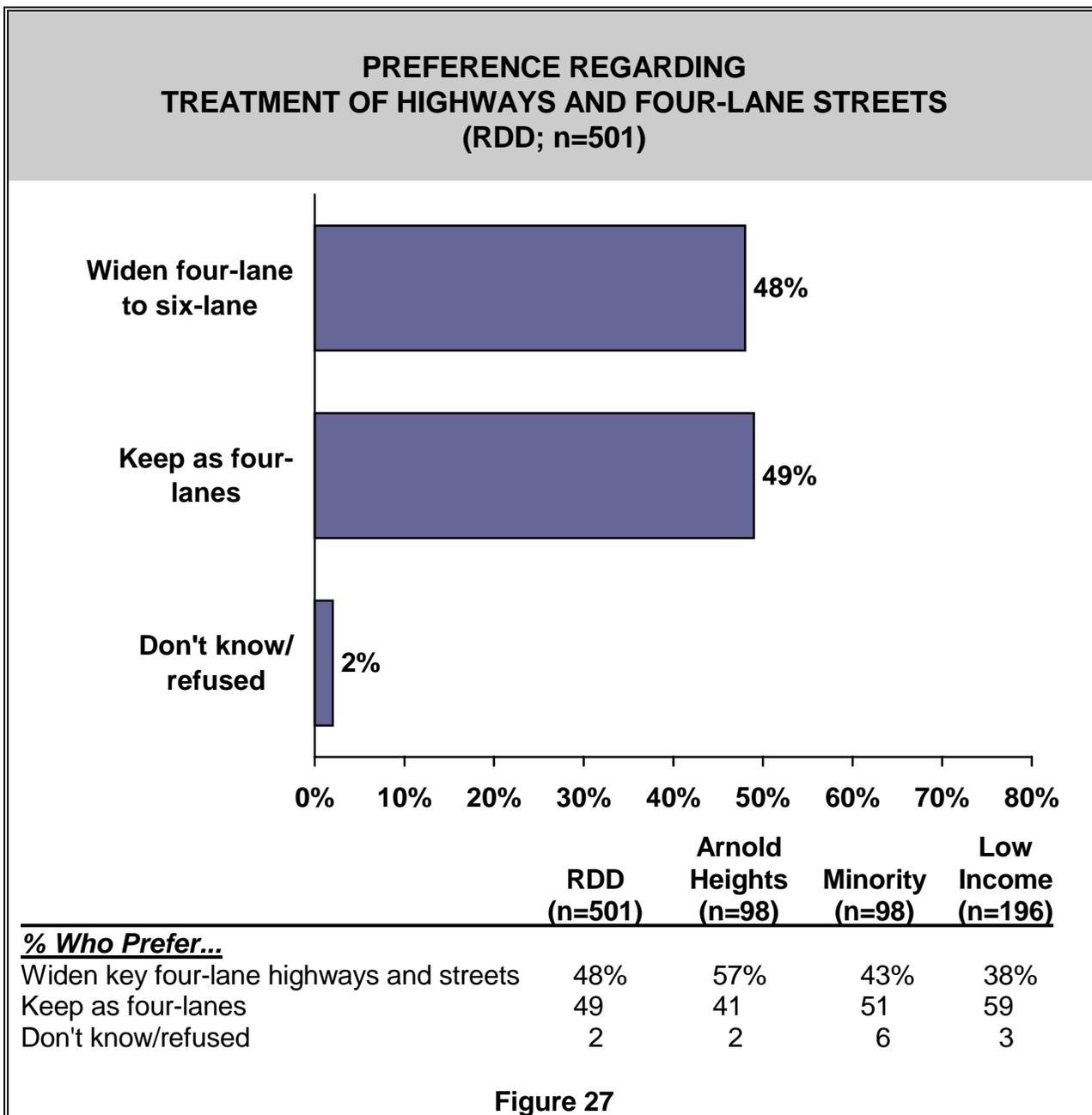
- Three out of five respondents (59%) preferred to leave major streets as two lanes, with a turning lane, to avoid impacting older homes and neighborhoods.
- Once again, minority residents had a differing opinion on that trade-off, with over half (52%) preferring that major streets be widened to four lanes in older neighborhoods. Two-thirds of low income respondents preferred to preserve the older neighborhoods (65%).

<b>TABLE 22 PREFERENCE REGARDING TREATMENT OF MAJOR STREETS IN OLDER NEIGHBORHOODS</b>				
		Widen existing streets	Leave as 2-lane/ avoid impacting neighborhoods	Don't know/ Refused
Total (RDD)	(n=501)	39%	59%	2%
<b>TARGET GROUPS</b>				
Arnold Heights	(n=98)	36%	63%	1%
Minority	(n=98)	52	43	5
Low income	(n=196)	33	65	2
<b>RDD: LOCATION</b>				
North Central	(n=90)	44%	52%	3%
North East	(n=61)	41	59	0
East	(n=91)	31	69	0
South	(n=114)	33	64	3
Far South	(n=90)	53	47	0
West	(n=28)	39	57	4
Lancaster County	(n=27)	26	70	4
<b>RDD: AGE</b>				
18-24	(n=65)	51%	48%	2%
25-34	(n=100)	45	54	1
35-44	(n=103)	33	67	0
45-54	(n=104)	36	63	2
55-64	(n=65)	43	57	0
65+	(n=64)	31	63	6
<b>RDD: HAVE CHILDREN</b>				
Yes	(n=175)	38%	61%	1%
No	(n=326)	40	58	2
<b>RDD: GENDER</b>				
Male	(n=230)	43%	55%	2%
Female	(n=271)	37	62	1
<b>RDD: LENGTH OF TIME IN COUNTY</b>				
Less than 3 years	(n=50)	52%	46%	2%
3-10 years	(n=90)	37	61	2
10+ years	(n=361)	38	60	1

- Residents of rural Lancaster County (70%), East Lincoln (69%), and South Lincoln (64%) were especially likely to prefer leaving major streets in older areas as two-lanes. Only those in Far South Lincoln were more supportive of widening the streets (53%) than preserving the older neighborhoods (47%).
- Younger respondents (18-24) were evenly split on this issue (51% wider vs. 48% preserve) while, for the most part, those over 35 strongly leaned toward keeping the two-lane streets to preserve the neighborhoods and homes.
- As might be expected, respondents who had lived in the area longer were more likely to favor leaving major streets as two-lanes, to preserve older neighborhoods.

**"Would you prefer ...?"**

- **To widen key four-lane highways and streets to six lanes to improve traffic flow OR**
- **To keep key highways and streets as four-lanes to preserve the appearance of the businesses and landscape along those roadways"**



- Lincoln and Lancaster County residents were evenly split as to whether the city should widen key four-lane highways to six lanes to improve traffic flow (48%) or keep them four-lanes to preserve the current appearances of businesses and landscape (49%).

**TABLE 23  
PREFERENCE REGARDING  
TREATMENT OF HIGHWAYS AND FOUR-LANE STREETS**

		Widen four-lanes	Keep highways as four-lanes	Don't know/ Refused
Total (RDD)	(n=501)	48%	49%	2%
<b>TARGET GROUPS</b>				
Arnold Heights	(n=98)	57%	41%	2%
Minority	(n=98)	43	51	6
Low income	(n=196)	38	59	3
<b>RDD: LOCATION</b>				
North Central	(n=90)	41%	56%	3%
North East	(n=61)	48	51	2
East	(n=91)	47	51	2
South	(n=114)	53	45	3
Far South	(n=90)	56	42	2
West	(n=28)	54	46	0
Lancaster County	(n=27)	30	67	4
<b>RDD: AGE</b>				
18-24	(n=65)	55%	42%	3%
25-34	(n=100)	55	44	1
35-44	(n=103)	51	48	1
45-54	(n=104)	41	57	2
55-64	(n=65)	45	51	5
65+	(n=64)	41	55	5
<b>RDD: HAVE CHILDREN</b>				
Yes	(n=175)	48%	51%	1%
No	(n=326)	48	48	3
<b>RDD: LENGTH OF TIME IN COUNTY</b>				
Less than 3 years	(n=50)	42%	56%	2%
3-10 years	(n=90)	48	49	3
10+ years	(n=361)	49	48	2

- Arnold Heights residents more strongly preferred that highways be widened (57%), while low income (59%) and minority (51%) respondents were more supportive of the "status quo."
- By location, rural county residents (67%), those in North Central (56%), North East (51%), and East (51%) Lincoln were most likely to support keeping the highways as four lanes. Those in Far South (56%), West (54%), and South (53%) Lincoln were most likely to prefer widening the highways to six lanes.
- Respondents under age 45 preferred that the highways be widened, while those over age 45 preferred to keep the highways as four lanes.

## APPENDICES

**APPENDIX A:  
SURVEY INSTRUMENT**


**Lincoln/Lancaster County Planning Department**

Lincoln, Nebraska

\_\_\_\_\_ Date Approved By Client

\_\_\_\_\_ Date Approved By Project Director

Community Transportation Plan Study

April, 2001

n=800/12 minutes

**SURVEY CASE ID #: 1.4**
**\*\* Area code and telephone number: col 1.10**
**\*\* Interview length: (in minutes) col 700.5**
**\*\* List Source:**

1 Random Digit Dial (n=500)

2 Target census tracts - central Lincoln (n=200)

3 Target census tracts - Arnold Heights (n=100)

<b>Screeners</b>
------------------

Hello, this is \_\_\_\_\_ with Sigma Group here in Lincoln. We are working with the Lincoln/Lancaster County Planning Department to get the opinions of Lincoln and Lancaster County residents on various transportation and traffic issues facing all of us in the next few years. We need to ask you a few questions to make sure your opinions are included.

**S1. Are you the (male/female) head of the household?**

1 Yes, male

2 Yes, female

3 No

**(Ask to speak to that person)**

4 No one available

**(Set time to call back)**

5 DK/RF

**(Thank and terminate)**

col 301.1

**S2. What County do you live in?**

1 Lancaster

- continue

2 Other/DK/Refused

- thank and terminate

S3. What zip code do you live in? **(Code all 5 digits of zip code)**

68317 (BENNET)  
68336 (DAVEY)  
68339 (DENTON)  
68358 (FIRTH)  
68368 (HALLAM)  
68372 (HICKMAN)  
68402 (MALCOLM)  
68404 (MARTELL)  
68419 (Panama)  
68428 (RAYMOND)  
68430 (ROCA)  
68438 (Sprague)  
68461 (WALTON)  
68462 (WAVERLY)

68502 (LINCOLN)  
68503 (LINCOLN)  
68504 (LINCOLN)  
68505 (LINCOLN)  
68506 (LINCOLN)  
68507 (LINCOLN)  
68508 (LINCOLN)  
68510 (LINCOLN)  
68512 (LINCOLN)  
68514 (LINCOLN)  
68516 (LINCOLN)  
68517 (LINCOLN)  
68520 (LINCOLN)  
68521 (LINCOLN)  
68522 (LINCOLN)  
68523 (LINCOLN)  
68524 (LINCOLN)  
68526 (LINCOLN)  
68527 (LINCOLN)  
68528 (LINCOLN)  
68531 (LINCOLN)  
68532 (LINCOLN)  
68583 (LINCOLN)

99998 Other- **(Thank and Terminate)**  
99999 (DK/REF)-**(Thank and Terminate)**

col 302.5

S4. Do you live inside the city limits of Lincoln?

1 Yes  
2 No  
3 (DK/RF) - Thank and terminate

S5. Are you between the ages of (read 1-7, as needed)? (Open ended and code)

- 1 18-24
- 2 25-34
- 3 35-44
- 4 45-54
- 5 55-64
- 6 65-74
- 7 75 and older

8 (RF) - **(Thank and terminate)**

col 307.1

S6. Including yourself, how many people live in your household at least six months out of the year?

(Enter exact number, 00 for none, 99 for DK/RF)

#### DRIVERS

1. How many people live in your household that currently have a valid driver's license?

(Enter exact number, 00 for none, 99 for DK/RF)  
(check Q1 is not more than S6)

2. Now, how many vehicles do you have that someone in your household regularly drives on area streets and highways?

(Enter exact number, 00 for none, 99 for DK/RF)

3. How many days per week, do you, personally, leave your home to go to work?

(Enter exact number, 00 for none, 99 for DK/RF)  
(If q3=00,none, skip to #5, then skip to #16)

4. What form of transportation do you usually use to get to work? (read 06-11, if necessary)

- 01 Other
- 02 (DK)
- 03 (RF)
- 06 Bicycle
- 07 Bus/StarTran Shuttle/Handi Van
- 08 Car/truck
- 09 Carpool/someone else takes me
- 10 Motorcycle
- 11 Walk

5. How many drivers in your household drive to work on an average weekday?

(Enter exact number, 00 for none, 99 for DK/RF)

(If q3 or q5=00,none, skip to #16)

<b>DEPARTURE TRIPS - TO WORK</b>
----------------------------------

6. Do you, personally, work inside the city of Lincoln, in Lancaster County but outside of Lincoln, or outside of Lancaster County?

- 1 Inside Lincoln
- 2 Lancaster County - outside Lincoln
- 3 Other County
- 4 (Don't work)
- 5 (DK)
- 6 (RF)

7. (If q6=2,3, ask) What town to you work in?

- 01 Other
- 02 (DK)
- 03 (Refused)

- 06 Ashland
- 07 Beatrice
- 08 Bennet
- 09 Crete
- 10 Davey
- 11 Denton
- 12 Firth
- 13 Hallam
- 14 Hickman
- 15 Malcolm
- 16 Martell
- 17 Omaha
- 18 Panama
- 19 Raymond
- 20 Roca
- 21 Sprague
- 22 Walton
- 23 Waverly

8. What time of day do you usually leave home to go to work? (If needed, ask:) On most weekdays, what time do you walk out to go to work? (and) The last day you went to work, what time did you leave?

- 01 (Varies) (list time)
- 02 (DK)
- 03 (RF)
- 04 (Not applicable - Do not go to work) - (skip to #16)
- 05 (Not applicable - Work at home) - (Skip to #16)

06 6:00 to 6:59 a.m.  
 07 7:00 to 7:15 a.m.  
 08 7:16 to 7:30 a.m.  
 09 7:31 to 7:45 a.m.  
 10 7:46 to 8:00 a.m.  
 11 8:01 to 8:15 a.m.  
 12 8:16 to 8:30 a.m.  
 13 8:31 to 8:45 a.m.  
 14 8:46 to 9:15 a.m.  
 15 9:16 to 9:45 a.m.  
 16 9:46 to 11:45 a.m.  
 17 11:46 to 1:15 p.m.  
 18 1:16 to 2:45 p.m.  
 19 2:46 to 3:15 p.m.  
 20 3:16 to 4:45 p.m.  
 21 4:46 to 5:00 p.m.  
 22 5:01 to 5:15 p.m.  
 23 5:16 to 5:30 p.m.  
 24 5:31 to 5:45 p.m.  
 25 5:46 to 6:00 p.m.  
 26 6:01 to 6:15 p.m.  
 27 6:16 to 7:45 p.m.  
 28 7:46 to 8:45 p.m.  
 29 8:46 to 10:45 p.m.  
 30 10:46 to 11:45 p.m.  
 31 11:46 to 5:59 a.m.

9. From the time you leave your home to the time you arrive at work, how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

10. Would you describe the traffic during your drive to be...?

- Light, and moving fairly smoothly, with few delays
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little, and having frequent delays

- 1 Light, and moving fairly smoothly, with few delays  
 2 (Light to moderate)  
 3 Moderate, with an occasional slow down or delay OR  
 4 (Moderate to heavy)  
 5 Heavy, with frequent periods that traffic moves very little, and having frequent delays  
 6 (DK)  
 7 (RF)

11. Do you usually stop along the way to drop off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?

- 1 Stop along the way
- 2 Drive straight there
- 3 (Depends/varies)
- 4 (DK)
- 5 (RF)

<b>RETURN TRIPS - TO HOME</b>
-------------------------------

12. What time of day do you usually LEAVE work to go home? (If needed, ask:) On most weekdays, what time do you walk out to go home? (and) The last day you went to work, what time did you leave work?

- 01 (Varies) (list time)
- 02 (DK)
- 03 (RF)
- 04
- 05

- 06 6:00 to 6:59 a.m.
- 07 7:00 to 7:15 a.m.
- 08 7:16 to 7:30 a.m.
- 09 7:31 to 7:45 a.m.
- 10 7:46 to 8:00 a.m.
- 11 8:01 to 8:15 a.m.
- 12 8:16 to 8:30 a.m.
- 13 8:31 to 8:45 a.m.
- 14 8:46 to 9:15 a.m.
- 15 9:16 to 9:45 a.m.
- 16 9:46 to 11:45 a.m.
- 17 11:46 to 1:15 p.m.
- 18 1:16 to 2:45 p.m.
- 19 2:46 to 3:15 p.m.
- 20 3:16 to 4:45 p.m.
- 21 4:46 to 5:00 p.m.
- 22 5:01 to 5:15 p.m.
- 23 5:16 to 5:30 p.m.
- 24 5:31 to 5:45 p.m.
- 25 5:46 to 6:00 p.m.
- 26 6:01 to 6:15 p.m.
- 27 6:16 to 7:45 p.m.
- 28 7:46 to 8:45 p.m.
- 29 8:46 to 10:45 p.m.
- 30 10:46 to 11:45 p.m.
- 31 11:46 to 5:59 a.m.

13. From the time you leave work to the time you arrive home, how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

14. Would you describe the traffic during your drive back from work to home to be ...?

- Light, and moving fairly smoothly, with few delays
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little, and having frequent delays

- 1 Light, and moving fairly smoothly, with few delays
- 2 (Light to moderate)
- 3 Moderate, with an occasional slow down or delay OR
- 4 (Moderate to heavy)
- 5 Heavy, with frequent periods that traffic moves very little, and having frequent delays
- 6 (DK)
- 7 (RF)

15. On this return trip home, do you usually stop along the way to drop-off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?

- 1 Stop along the way
- 2 Drive straight there
- 3 (Depends/varies)
- 4 (DK)
- 5 (RF)

**SCHOOL TRIPS**

16. How many members of your household drive to school on an average weekday? This would include anyone who drives themselves to high school, college, or other school, or someone who drives another family member to school? (Please count the number of drivers, not the passengers)

Please do not include anyone who works at a school, or anyone who takes someone to school on their way to work, that you may have mentioned in our earlier section on driving to work.

(Enter exact number, 00 for none, 99 for DK/RF)

(If q9=00-99 (not blank) skip to #26)

(If q16=00, skip to #26)

17. How many days per week do you, personally, leave your home to go to school, or to drive someone else there?

(Enter exact number, 00 for none, 99 for DK/RF)

(If q17=00, skip to #26)

18. What time of day do you usually leave home to go to school?

01 (Varies) (list time)

02 (DK)

03 (RF)

04 (Not applicable - Do not go to school) - (skip to #26)

05

06 6:00 to 6:59 a.m.

07 7:00 to 7:15 a.m.

08 7:16 to 7:30 a.m.

09 7:31 to 7:45 a.m.

10 7:46 to 8:00 a.m.

11 8:01 to 8:15 a.m.

12 8:16 to 8:30 a.m.

13 8:31 to 8:45 a.m.

14 8:46 to 9:15 a.m.

15 9:16 to 9:45 a.m.

16 9:46 to 11:45 a.m.

17 11:46 to 1:15 p.m.

18 1:16 to 2:45 p.m.

19 2:46 to 3:15 p.m.

20 3:16 to 4:45 p.m.

21 4:46 to 5:00 p.m.

22 5:01 to 5:15 p.m.

23 5:16 to 5:30 p.m.

24 5:31 to 5:45 p.m.

25 5:46 to 6:00 p.m.

26 6:01 to 6:15 p.m.

27 6:16 to 7:45 p.m.

28 7:46 to 8:45 p.m.

- 29 8:46 to 10:45 p.m.  
30 10:46 to 11:45 p.m.  
31 11:46 to 5:59 a.m.

19. From the time you leave your home to the time you arrive at school, how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

20. Would you describe the traffic during your drive to be...?

- Light, and moving fairly smoothly
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little

- 1 Light, and moving fairly smoothly  
2 (Light to moderate)  
3 Moderate, with an occasional slow down or delay OR  
4 (Moderate to heavy)  
5 Heavy, with frequent periods that traffic moves very little  
6 (DK)  
7 (RF)

21. Do you usually stop along the way to drop off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?

- 1 Stop along the way  
2 Drive straight there  
3 (Depends/varies)  
4 (DK)  
5 (RF)

22. What time of day do you usually LEAVE school to go home?

- 01 (Varies) (list time)  
02 (DK)  
03 (RF)  
04  
05

- 06 6:00 to 6:59 a.m.  
07 7:00 to 7:15 a.m.  
08 7:16 to 7:30 a.m.  
09 7:31 to 7:45 a.m.  
10 7:46 to 8:00 a.m.  
11 8:01 to 8:15 a.m.  
12 8:16 to 8:30 a.m.  
13 8:31 to 8:45 a.m.

14 8:46 to 9:15 a.m.  
 15 9:16 to 9:45 a.m.  
 16 9:46 to 11:45 a.m.  
 17 11:46 to 1:15 p.m.  
 18 1:16 to 2:45 p.m.  
 19 2:46 to 3:15 p.m.  
 20 3:16 to 4:45 p.m.  
 21 4:46 to 5:00 p.m.  
 22 5:01 to 5:15 p.m.  
 23 5:16 to 5:30 p.m.  
 24 5:31 to 5:45 p.m.  
 25 5:46 to 6:00 p.m.  
 26 6:01 to 6:15 p.m.  
 27 6:16 to 7:45 p.m.  
 28 7:46 to 8:45 p.m.  
 29 8:46 to 10:45 p.m.  
 30 10:46 to 11:45 p.m.  
 31 11:46 to 5:59 a.m.

23. From the time you leave school to the time you arrive home, how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

24. Would you describe the traffic during your drive back from school to home to be ...?

- Light, and moving fairly smoothly, with few delays
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little, and having frequent delays

- 1 Light, and moving fairly smoothly, with few delays  
 2 (Light to moderate)  
 3 Moderate, with an occasional slow down or delay OR  
 4 (Moderate to heavy)  
 5 Heavy, with frequent periods that traffic moves very little, and having frequent delays  
 6 (DK)  
 7 (RF)

25. On this return trip home, do you usually stop along the way to drop-off or pick up a passenger, or to do an errand, or do you usually drive straight to your destination?

- 1 Stop along the way  
 2 Drive straight there  
 3 (Depends/varies)  
 4 (DK)  
 5 (RF)

**OTHER NON-WORK, NON-SCHOOL DRIVING**

if (#3=00 and #17=00) OR (#3=00 and #16=00), CONTINUE  
 others skip to #33

26. You've said you don't drive to work or school on an average weekday. Is there someplace that you normally drive on most weekdays, or a driving trip you make fairly routinely? (If yes:) Where is it that you usually drive?

01 Other  
 02 (DK)  
 03 (Refused)  
 04 (No driving trips) - skip to #33

06 Church  
 07 Doctor/dentist/medical trips  
 08 Errands (mixed types, non-specific)  
 09 Grocery store  
 10 Health club/golfing/country club  
 11 Senior center  
 12 Visiting family/friends

27. What time of day do you usually leave home to go to (your destination/response in #26)?

01 (Varies) (list time)  
 02 (DK)  
 03 (RF)  
 04  
 05

06 6:00 to 6:59 a.m.  
 07 7:00 to 7:15 a.m.  
 08 7:16 to 7:30 a.m.  
 09 7:31 to 7:45 a.m.  
 10 7:46 to 8:00 a.m.  
 11 8:01 to 8:15 a.m.  
 12 8:16 to 8:30 a.m.  
 13 8:31 to 8:45 a.m.  
 14 8:46 to 9:15 a.m.  
 15 9:16 to 9:45 a.m.  
 16 9:46 to 11:45 a.m.  
 17 11:46 to 1:15 p.m.  
 18 1:16 to 2:45 p.m.  
 19 2:46 to 3:15 p.m.  
 20 3:16 to 4:45 p.m.  
 21 4:46 to 5:00 p.m.  
 22 5:01 to 5:15 p.m.  
 23 5:16 to 5:30 p.m.  
 24 5:31 to 5:45 p.m.  
 25 5:46 to 6:00 p.m.  
 26 6:01 to 6:15 p.m.  
 27 6:16 to 7:45 p.m.

- 28 7:46 to 8:45 p.m.  
 29 8:46 to 10:45 p.m.  
 30 10:46 to 11:45 p.m.  
 31 11:46 to 5:59 a.m.

28. From the time you leave your home to the time you arrive at (your destination/response in #26), how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

29. Would you describe the traffic during your drive to be...?

- Light, and moving fairly smoothly
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little

- 1 Light, and moving fairly smoothly  
 2 (Light to moderate)  
 3 Moderate, with an occasional slow down or delay OR  
 4 (Moderate to heavy)  
 5 Heavy, with frequent periods that traffic moves very little  
 6 (DK)  
 7 (RF)

30. What time of day do you usually LEAVE (your destination/response in #26) to go home?

- 01 (Varies) (list time)  
 02 (DK)  
 03 (RF)  
 04  
 05

- 06 6:00 to 6:59 a.m.  
 07 7:00 to 7:15 a.m.  
 08 7:16 to 7:30 a.m.  
 09 7:31 to 7:45 a.m.  
 10 7:46 to 8:00 a.m.  
 11 8:01 to 8:15 a.m.  
 12 8:16 to 8:30 a.m.  
 13 8:31 to 8:45 a.m.  
 14 8:46 to 9:15 a.m.  
 15 9:16 to 9:45 a.m.  
 16 9:46 to 11:45 a.m.  
 17 11:46 to 1:15 p.m.  
 18 1:16 to 2:45 p.m.  
 19 2:46 to 3:15 p.m.  
 20 3:16 to 4:45 p.m.  
 21 4:46 to 5:00 p.m.  
 22 5:01 to 5:15 p.m.

23 5:16 to 5:30 p.m.  
 24 5:31 to 5:45 p.m.  
 25 5:46 to 6:00 p.m.  
 26 6:01 to 6:15 p.m.  
 27 6:16 to 7:45 p.m.  
 28 7:46 to 8:45 p.m.  
 29 8:46 to 10:45 p.m.  
 30 10:46 to 11:45 p.m.  
 31 11:46 to 5:59 a.m.

31. From the time you leave (your destination/response in #26) to the time you arrive home, how many minutes does that drive take you, on an average day?

(Enter exact number, 00 for none, 99 for DK/RF)

32. Would you describe the traffic during your drive back from (your destination/response in #26) to home to be ...?

- Light, and moving fairly smoothly, with few delays
- Moderate, with an occasional slow down or delay OR
- Heavy, with frequent periods that traffic moves very little, and having frequent delays

1 Light, and moving fairly smoothly, with few delays  
 2 (Light to moderate)  
 3 Moderate, with an occasional slow down or delay OR  
 4 (Moderate to heavy)  
 5 Heavy, with frequent periods that traffic moves very little, and having frequent delays  
 6 (DK)  
 7 (RF)

#### TRAFFIC PERCEPTIONS

33. Overall, as you drive around Lincoln, are you very satisfied, mostly satisfied, mostly dissatisfied, or very dissatisfied with the traffic conditions in Lincoln?

4 Very satisfied  
 3 Mostly satisfied  
 2 Mostly dissatisfied  
 1 Very dissatisfied  
 5 (DK)  
 6 (RF)

34. What do you feel is the biggest problem with transportation or getting around the city of Lincoln? (Open ended) (Probe for two responses) What else would you say is a problem?

01 Other

02 (DK)

03 (Refused)

04 (Nothing)

06 Cars - too many that don't meet safety/maintenance standards

07 Drivers - bad drivers

08 Drivers - drive too fast/speed

09 Drivers - run red lights

10 Drivers - too old to drive

11 Drivers - too young to drive

12 Enforcement - need better enforcement of drunk driving laws

13 Enforcement - need better enforcement of speeding laws

14 Public transportation - not used

15 Public transportation - costs too much

16 Public transportation - not enough routes

17 Streets - gravel roads not maintained well

18 Streets - need beltway/bypass around city

19 Streets - need better snow removal, sand/salt, etc.

20 Streets - need more frontage/access roads

21 Streets - need more through-streets

22 Streets - need new lines painted

23 Streets - need to be wider

24 Streets - neighborhoods too confusing/too hard to get into

25 Streets - potholes/need repair

26 Streets - too much construction/need to coordinate construction

27 Traffic - moves too slow

28 Traffic - East-West traffic too slow

29 Traffic - North-South traffic too slow

30 Traffic - too many cars/people/drivers

31 Traffic - too many trucks/semis

32 Traffic Lights - need more left turn signals

33 Traffic Lights - not time well/synchronized

34 Traffic Lights - too few of them

35 Traffic Lights - too many of them

36 Trains - too many tracks/trains interrupting traffic

35. Now, are you very satisfied, mostly satisfied, mostly dissatisfied, or very dissatisfied with how traffic moves in Lincoln (read A-G, and H-I)?

4 Very satisfied

3 Mostly satisfied

2 Mostly dissatisfied

1 Very dissatisfied

5 (DK)

6 (RF)

- A. Between 7 and 9 on weekday mornings
- B. Between 9 and 11 on weekday mornings
- C. Over the lunch hour, between 11 and 1
- D. From 1 to 4 on weekdays
- E. Between 4 and 6 on weekday evenings
- F. After 6 on weekday evenings
- G. On weekends
  
- H. In the East -West direction across town
- I. In the North-South direction across town

36. I'm going to read you a list of statements about Lincoln streets and the transportation system. Please tell me if you strongly agree, mostly agree, mostly disagree, or strongly disagree with each statement. How about (read and rotate A-S)?

- 4 Strongly agree
- 3 Mostly agree
- 2 Mostly disagree
- 1 Strongly disagree
- 5 (DK)
- 6 (RF)

- A. The major streets in Lincoln are adequate for carrying the volume of traffic we have.
- B. (hold)
- C. You sometimes take the StarTran bus or shuttle to work or school or shopping.
- D. A lot of people run red lights in Lincoln.
- E. You often notice intersections that you think should have a traffic signal.
- F. You often notice intersections that you think should have a left turn arrow.
- G. You often notice intersections that you think should have a right or left turn lane.
- H. Many of the traffic problems and frustrations you encounter are caused by drivers that don't seem to know how to drive.
- I. Lincoln's streets are well-maintained.
- J. A lot of drivers drive too fast.
- K. You frequently see people not paying close attention to their driving because they are distracted by doing other things.
- L. Much of the traffic problems or congestion would be solved if road construction and repairs in Lincoln were better coordinated.
- M. You would pay higher wheel tax or other tax to help pay for improvements in the system of streets and the transportation system in Lincoln and Lancaster County.
- N. The timing of traffic lights are well-coordinated for a smooth flow of traffic.
- O. You think preserving the character of older homes and

- neighborhoods is more important than widening roads through those areas.
- P. You sometimes adjust your travel TIME to avoid heavy traffic.
- Q. You sometimes adjust your travel ROUTE to avoid heavy traffic.
- R. You sometimes adjust your MODE OF TRAVEL, by using bikes, buses, etc, to avoid heavy traffic.
- S. You have adjusted the time of day you regularly work to avoid heavy traffic.

<b>BUS SERVICE</b>
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37. Does anyone in your household use a StarTran bus or shuttle for transportation on a regular basis?

- 1 Yes
- 2 No
- 3 (DK) } (Skip to #40)
- 4 (RF) }

38. How often does someone in your household use a StarTran bus or shuttle?

- 1 Every day (5+ days per week)
- 2 Two to four days per week
- 3 Once a week
- 4 One to three times a month
- 5 Less than once a month
- 6 Almost never/never
- 7 (DK)
- 8 (RF)

39. How many people in your household ride a StarTran bus or shuttle, at least occasionally?

(Enter exact number, 00 for none, 99 for DK/RF)

40. What could StarTran do or change that would cause you or others in your household to ride the bus more often?

- 01 Other
- 02 (DK)
- 03 (Refused)
- 04 (Nothing)
- 06 Have a stop/route closer to home
- 07 Have direct routes, not through Downtown
- 08 Have more routes/go where I go
- 09 Lower the fare
- 10 Run (more) on weekends

- 11 Run at night
- 12 Safer

41. Lincoln is looking at ways to encourage the use of public transportation or busing, to reduce the amount of vehicle traffic in the city. Would you support an increase in taxes to...(read and rotate A-D)?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (RF)

- A. Provide bus services 7 days a week
- B. Eliminate bus fares
- C. Provide "Park and Ride" lots
- D. Provide bus service later in the evening

#### **BIKE RIDING**

42. Does anyone in your household, over the age of 18, regularly ride a bike to work or school?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (RF)

43. Would you, personally, ever consider riding a bike to work or school several times a week, when weather permits?

- 1 Yes
- 2 No
- 3 (DK)
- 4 (RF)

#### **TRADE-OFFS**

Pre44: Next I'm going to ask you to decide between issues that are trade-offs. Please think about which view BEST fits your opinion.

(READ AND ROTATE QUESTIONS 44-47)

44. Would you prefer ... (read and rotate responses 1-2)?

- 1 More traffic signals or intersections on main roads to improve access from adjacent businesses and neighborhoods, with increased stops on those main roads
- 2 Fewer traffic signals or intersections on main roads to have fewer stops along the road from one destination to another
- 3 (DK)
- 4 (RF)

45. Would you prefer ... (read and rotate responses 1-2)?

- 1 To widen existing major streets in older neighborhoods to four lanes to improve traffic flow
- 2 To leave major streets as two lanes, with a center turning lane, to avoid impacting older homes and neighborhoods
- 3 (DK)
- 4 (RF)
46. Would you prefer ... (read and rotate responses 1-2)?
- 1 To widen key four-lane highways and streets to six lanes to improve traffic flow
- 2 To keep key highways and streets as four-lanes to preserve the appearance of the businesses and landscape along those roadways
- 3 (DK)
- 4 (RF)
47. Would you prefer ... (read and rotate responses 1-2)?
- 1 To spend more public funds to build roadways and improve street systems in Lincoln
- 2 To spend more public funds on encouraging the use of non-vehicle transportation, such as walking and biking, and on public transportation systems, such as buses
- 3 (DK)
- 4 (RF)

#### DEMOGRAPHICS

In order to ensure that we've talked to a broad representation of people, I need to record a few demographic questions. First, ....

- D1. Do you have children, under the age of 18, currently living at home?
- 1 Yes
- 2 No
- 3 (DK)
- 4 (Refused)
- D2. RESIDENCE IN AREA: How long have you lived in Lincoln or Lancaster County?
- 1 Less than 1 year
- 2 1 to 3 years
- 3 3 to 5 years
- 4 5 to 10 years
- 5 10 years or more
- 6 (DK)
- 7 (Refused)

D3. HISPANIC: Are you of Hispanic or Latino background or descent? (If needed:) Such as Mexican, Puerto Rican, Cuban, or other Spanish background?

- 1 Yes, Hispanic or Latino
- 2 No
- 3 (DK)
- 4 (RF)

D4. RACE: What is your race? Are you white, black, Asian, or some other race? (Do not read #5, code only if they say Hispanic, Mexican, etc.)

- 1 White
- 2 Black
- 3 Asian
- 4 Native American/American Indian
- 5 Hispanic (probe: Do you consider yourself white-Hispanic or black-Hispanic?)  
(use code 1 or 2, only use code 5 if will not identify race)
- 6 Other/two or more races
- 7 (Refused)

D5. INCOME: Is your total annual household income, before taxes, over or under \$25,000?

**(If "Under", ask:)** Is it over or under \$15,000?  
**(If "Over", ask:)** Is it over or under \$35,000?  
**(If "Over", ask:)** Is it over or under \$45,000?  
**(If "Over", ask:)** Is it over or under \$55,000?  
**(If "Over", ask:)** Is it over or under \$75,000?

- 1 Under \$15,000
- 2 \$15,000 - \$24,999
- 3 \$25,000 - \$34,999
- 4 \$35,000 - \$44,999
- 5 \$45,000 - \$54,999
- 6 \$55,000 - \$74,999
- 7 \$75,000 and over
- 8 (DK)
- 9 (Refused)

D6. **HOME ADDRESS:** Again, your responses are confidential. We would like to get your street address, to see what parts of town may have more traffic issues.

(If needed:) We do not need your exact household address, just the block number. So if you live at 925 Oak Street, I can just enter 900 Oak Street.

01 Other (list)  
03 (RF)

(enter text here, 70 spaces).

(If q8=00-99 (not blank) continue, others skip to end)

D7. **WORK ADDRESS:** We would like to get your work street address, to see what parts of town may have more traffic issues.

(If needed:) We do not need the exact work address, just the block number.

01 Other (list)  
03 (RF)

(enter text here, 70 spaces).

**(Interviewer Read:)**

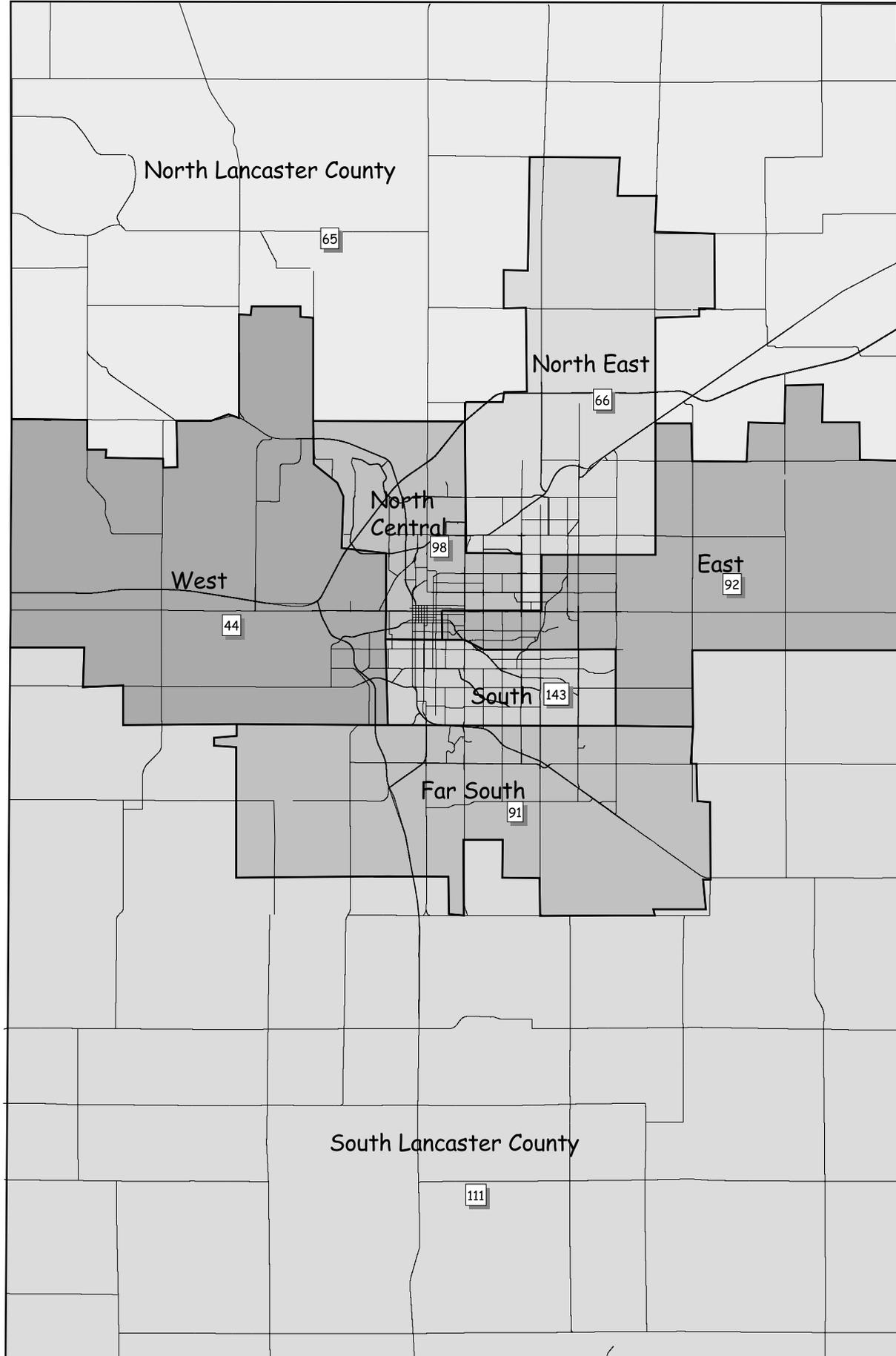
Again, this is \_\_\_\_ with Sigma Group. Thank you very much for your time and your willingness to share your opinions with us. I need to confirm that we reached you at \_\_\_\_\_. **(Validate phone number.)** Thank you again, and have a nice evening/day.

**(If needed:)**

If you have any questions regarding this survey, you are welcome to contact Mike Brienzo at the Planning Department at 441-6369. Results from this study should be available in May.

**APPENDIX B:  
MAP OF STUDY AREA**

Ashland Rd.  
Agnew Rd.  
Davey Rd.  
Raymond Rd.  
Waverly Rd.  
Mc Kelvie Rd.  
Fletcher Ave.  
Adams St.  
'O' St.  
Van Dorn St.  
Old Cheney Rd.  
Yankee Hill Rd.  
Saltillo Rd.  
Wittstruck Rd.  
Martell Rd.  
Stagecoach Rd.  
Olive Creek Rd.  
Pella Rd.  
Gage Rd.



North Lancaster County

North East

North Central

West

East

South

Far South

South Lancaster County

SW. 142nd St.  
SW. 114th St.  
SW. 84th St.  
SW. 58th St.  
SW. 29th St.  
SW. 2nd St.  
S. 25th St.  
S. 54th St.  
S. 82nd St.  
S. 110th St.  
S. 134th St.  
S. 162nd St.  
S. 190th St.