
Please share any comments you have about transportation and mobility in Lincoln.

The inner city streets are too narrow, and getting from the north part of the city to the south side of the city takes too long in stop and go, congested traffic.

Stop using asphalt. Even though it is cheaper it turns out to cost more over the long run because of maintenance and the shorter life span of concrete. This way we can stop redoing the same roads over and over and start repairing roads that are neglected because we are redoing a road that was repaired 5 years earlier. Asphalt 10-30 yr life span vs Concrete 30-50 yr life span. It only makes sense.

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It's about time we got more cabs in our town. In near-downtown neighborhoods where population density is high, consider trams and trolleys 24/7 to accommodate persons to and from downtown. This will be critical if more office workers are recruited to work in downtown environs.,

Air Park needs a bike path to connect safely with Downtown, the Highlands and the businesses on the other side of the airport. We do not have a sidewalk for children to walk to Abbott when they go to school. Many neighbors who run would like to see more trails in the NW area of Lincoln, connecting us to all of Lincoln safely.

I live near 21st and Superior and bike to work. The hardest part is finding a good route to get to the old State Fair Park where I can get on Antelope Valley which takes me right to work. Cornhusker is too busy/scary. 14th is ok except for the overpass that goes over Cornhusker. It's too narrow, there are no rails to keep me from going over if something happened, and it pisses cars off that I hold up traffic. There are no other back road options. I usually end up riding the sidewalk on Cornhusker and 14th to get to State Fair Park. In the winter these sidewalks are typically not cleared. I hope the 14th street overpass is on the agenda to be addressed. Or some other way to help cyclists and pedestrians get across this area safely.

Working hard on the first four areas tends to solve the last. Raising parking meter prices and encouraging people to garage park downtown is a great move.

The buses don't run late enough. The bike trails are very good, but could be better marked.

Better bike & transit infrastructure and availability will in turn reduce traffic congestion. Traffic is not bad as it is, but it could be even lighter if further supports for cycling are in place! Again, making it safe to ride all over town will help.

Love the bike trails and am eager to get more (safer) routes and lanes! I think some sidewalks around the city are in terrible shape but imagine that's a very tricky problem to keep under control. I don't know what can be done about traffic; I do get frustrated that there aren't faster ways to get across Lincoln but also love that about this city -- it's a big town, not a small city. Except for perhaps a south bypass or a circular path that would skirt the area, I don't know how that could be improved -- and that certainly wouldn't happen quickly.

I just moved back from a year spent in Chicago. One of the first things I noticed is that not a lot of people walk here. And sometimes sidewalks will just end. There must be something we can do to build more of a walking culture. Also, it's a little scary to ride my bike downtown to work.

Again, this is a joke of an attempt that the city has made. Stop fixating on catering to the motorist and make more of an effort to facilitate pedestrian traffic and bicycle traffic. The majority of businesses in Lincoln are totally inaccessible to bicycles. Get city bureaucrats on a bike for a couple of weeks and things will change. This city has a nasty spirit of entitlement when it comes to car travel. Being able to ride to the university isn't going to get any other citizens riding their bikes around town, it is so dangerous for cyclists here. I don't think fear should ever be an issue for a person who is taking a car off of the roads and being a decent citizen in the process (and injecting money into the market). Raise fuel taxes, use that revenue for bicycles and public transit. Cost is way too high for the buses and the routes are poorly planned. Controlled crosswalks favor motorists. Motorists do not yield to pedestrians or cyclists, get more police officers.

O street is a highway and main street of Lincoln. It should be treated as such. The traffic is ridiculous, and the potholes are massive and numerous. The street should have more lanes to accommodate for all the cars. The bike lanes are terrible. Why are they in the middle of the road? I haven't spoken to a single person who thinks that is a good idea. Lincoln has numerous bicyclists. I refuse to ride on the streets; it's terrifying! We should give them safe routes (and NO, riding on the street with cars doesn't count). Lincoln's public transportation is also pathetic. It runs for about 12 hrs a day, but that leaves many people out. Most of the people riding are in poverty, so they most likely work crazy hours. The bus schedule does not help these people out. At one point, I remember walking 2 miles to the nearest bus stop. That is not okay, and it's not efficient. We shouldn't be leaving the poorer people out of public transportation.

City off-street trails to date are generally recreational in function, and while they add to the quality of life, they do not incent bicycles as an alternative transportation system to get to work and back. On-street trails have not been planned at all in this community, rather those who don't operate the street system forced trails on streets where they either don't belong, or are not paths to where riders take (e.g. 11th St). Transit is continually cut and headways increased, virtually making the system unusable to anyone as a transportation alternative to the car-fund 30 minute headway maximum. BRT is also a viable commuter alternative and should be implemented. Signal systems need to be modernized and routes prioritized to reduce overall delays and improve safety. Much of the signal system is antiquated and a modernization plan likely doesn't exist--the system needs an overall improvement study and appropriate funding to implement the improvements.

Lincoln will never widen streets the desperately need to be widened. There is too much pressure from neighborhoods and the city is too afraid to do the right thing.

I promise I'm not an angry, bitter, Journal Star commenter - but the lights on 84th Street are the worst thing ever, the timing is terrible.

We seriously need to look at the traffic flow. Lincoln is terrible (and I'm a very positive person) with regard to the traffic lights. Listen to the people instead of thinking it's fine and dandy, as *we* drive the streets every day. When we mention something isn't right don't brush us off. It's not right. Get with other cities to figure out a way to make things flow better. When one single car coming out of a neighborhood can stop 10-20 cars on a major road it's not right. Delay the entry onto major road longer. Drive Pine Lake for example and see the lights change at 45th. There's no reason for a single car to stop traffic flow as often as this does. Hire a traffic engineer again (seems one position was let go). We are not a small city anymore - we need traffic flow! That's my only rant...Lincoln is fine in most ways. (Well except for all the potholes. The streets really are terrible.)

Lincoln does a pretty good job of making its off-street trails connect, but there are more connections that can be made. And when talking with friends who use the trails a lot, we agreed that we need more facilities along the trails (particularly as the routes get longer). The shelter with a porta-potty next to the Rickman dog run is an example of something we'd like to see more of. The bathrooms in parks and in Union Plaza are closed half the year, which defeats the purpose of their being there half the time!

Downtown is the worst place to drive, everywhere you go there is a bottle neck around the corner. The busy traffic in the mix with bikes that think they are cars but don't obey the rules of a car. People don't understand when to cross the streets. The buses are on such tight times to get from one point to another because the city has grown but the time given to the bus drivers have remained the same. sad!! I'm surprised there hasn't been more deaths in the downtown area because of traffic. what is it going to take for people to wake up?

Not much you can do without funding (sidewalks, widening streets, etc.). I'd probably be more interested in public transit if the routes were improved upon, availability of busses and continued modernization of the system (dynamic signs, signs that told you the routes, stops and transfer locations, etc.). ...and huh? Lincoln has on street bike lanes? Can't tell by the signage.....

As I stated earlier, the major traffic corridors need to be widened and the city needs to do a better job at light timing to keep the higher traveled routes moving smoothly. Also, the construction of the South Bypass needs to be a higher priority.

The off-street trail system is one of the brightest features of Lincoln as a whole. They are well-maintained, plowed in the winter, and generally well-signed for pedestrian and bicycle use alike. There is a major gap in our trail system where the mopac trail ends after 27th street going west. The link needs to be completed. I am sure there are red-taped road blocks keeping this from happening, but having to jump north to Y street (which is narrow and overrun by aggressive, speeding drivers) or snake through the neighborhood there is not a good option. The mopac is the most used trail in the city and the only one that doesn't connect to the city's newest and best outdoor asset:, the Antelope Valley area. This link must be completed. Must! The advent of the bikeway on N street is great, but the lanes on 11th and 14th need to be changed with it. We need uniform positioning of bike lanes, either always on the left or right of traffic. This will make bicycle traffic predictable and

Improvements to transit services creates a chicken and the egg issue. I do not ride the bus because it takes much to long to get anywhere, the buses don't come very often, and don't run late enough for recreational or shopping trips. The best way to get more riders is to fix these issues but it is difficult to fix the issues until the city has more riders. Lincoln's off street bike trails are great. Lincoln needs to make a commitment to infrastructure and the south beltway. Having a bypass would help alleviate some of the worst congestion in the city. There are still select intersections in Lincoln that are just a nightmare. (48th & O)

After Lincoln stopped laying out its city on a grid pattern, it became harder to walk or bike to your destination. However, it's too late to do anything about that. It is far safer to plan a route through a neighborhood than to put bike lanes on busy streets. Bike routes are safer than bike lanes. Bus service is bad here. Routes are complex and impractical. Buses are big and empty. Can we run vans, more frequently when needed, instead? Can we run straight, north-south or east-west routes? Can we eliminate the concept of a downtown hub? Lincoln traffic signals need to give green left-turn arrows more often. Widening roads doesn't solve traffic problems. More roads encourage more driving. Better bus service might help.

On street bike lanes are simply unnecessary. I keep seeing Lincoln's planning committee attempting to keep up with the Jone's, well, I never saw on street bike lanes in New York. Get rid of the eye sores, they're unsafe. There are dangers everywhere we go be it riding a bike, walking, driving...we as users choose to takes those risks and I really don't see it proper for the majority to pay for the minority's safe practice of choice.

For a community of our size, the main north/south traffic routes in Lincoln are very poor. Most of these roads (27th, 40th, 48th, 56th, etc) should be expanded to at least 4 lanes (two north/two south, if not a center turning lane as well). Sadly this has been discussed for years, yet nothing much has been done and all the while traffic has gotten worse.

I prefer not to ride on on-street bike lanes and routes due to distracted drivers. My preference on trails is always off-street trails for biking.

Traffic lights are poorly timed. Lincoln builds a wide sidewalk and considers itself in support of pedestrians and bicycles. So not true. Need on-street bike lanes -- if you put cyclists in with the normal flow of traffic, motorists are much more likely to see them. I cannot tell you how many times I have nearly been hit riding on a so-called bike trail (aka wide sidewalk) and a car pulled past the stop sign, over the sidewalk, before stopping. Also need pedestrian islands at major intersections -- this allows drivers to first deal with the Pedestrian and then look over their left shoulder to make a right turn on red.

As someone who uses the bus nearly everyday to get to work from Havelock to the Haymarket I would LOVE to see our bus system improved. More bus times and more transfer points would be wonderful. If I wanted to go from Havelock to Southpointe my bus ride would be at least an hour and a half! That's crazy. If there were more transfer points besides downtown, it would really help this issue.

Bicyclist represent a small percentage of lincolnites yet huge resources are spend on them. Lincoln needs the bypass for south and north to relieve hwy 2 congestion.

Lincoln needs to encourage the use of electric bicycles. Up to to 20% of new bicycles now sold in Germany and the Netherlands are electrics.

Traffic light timing is so bad you can't drive two block without stopping. I drove down Hwy. 2 last week and had to stop at every intersection that had a traffic light and this is a highway! This happened coming and going so it doesn't matter. We have traffic cameras but the people watching them work 8-5pm. Rush hour starts before 8am and then starts after 5pm. So what good are these camera and the people who operate them? A lot of money spent for nothing! When LPS office burnt down R street took on most of the traffic between Cotner and N. 48th. Did the traffic lights change in anyway. No, Traffic was backed up forever on R St. I set at No. 56th and R St. and watched the light. Go figure.

More bike trails, please! And a better bus system would be awesome - longer running hours would be a place to start.

We have on-street bike lanes and bikers forget how to ride in traffic. Off street trails are with parks and I enjoy them. Traffic congestion and streets are a significant issue. It would be good to let the pendulum swing back a little towards center.

The bus system needs drastic improvement. It is very difficult to travel North/South. Commuting to work can be impossible, depending on where you live, where you work, and your work hours compared to the bus schedule. Rates need to be kept low. We need to improve the bus system rather than continuing to chop it down. The number of riders is down because of the problems with the system, not the interest in using safe, efficient, affordable public transport.

There should be more funds spent on sidewalk repairs.

Enforce the traffic laws and punish drivers who harass cyclists. The town needs more bike parking and lanes. I can walk to most places faster than a bus could get me there.

It's all relative.

See comments above. Traffic congestion could be much better. Would be nice to see lights coordinated better so you don't have to stop at so many lights. Also would like to see less "No right turns on red". No sense in wasting gas if there are no vehicles around. Would like to see transit services expanded to the entire county.

Dedicated, restricted from traffic bike lanes are needed in downtown ASAP. Technology investments could go a long way to improve bus scheduling. Actual expansion of bus times and routes are needed. Traffic congestion is an outgrowth of poor public transit, little to no bike lanes, and iffy sidewalks. Address those concerns and traffic congestion would decrease. Building more roads guarantees more cars and gridlock (see what's happening to most U.S. cities...roads are not the answer.)

See my comment on the bike lanes above. We do have an awesome system of off street trails in this city. I can pretty much get anywhere I want in this town on my bike, including work, shopping etc.

How about making right turn only lanes. So many times 4-6 cars in right lane waiting to turn while front car sitting there waiting to go straight. Right lane turn only helps for better traffic flow ask any Californian .

Traffic @ 27th & HWY 2 should be studied. It seems to be the only intersection that is typically congested when I travel HWY 2 Traffic lights at major intersections in suburban areas after 10pm should be flashing yellow for North/South traffic, and flashing red for East/West traffic. Specific intersections that I am thinking of are 40th & Old Cheney, 27th & Pine Lake.

Only because of 14th and Old Cheney. 14th street needs to be an overpass.

Downtown is a mess on football Saturdays, and often during other events as well, 5:00 traffic is troublesome. The opening of the new arena will exacerbate these matters. Better transit services have long been needed. A train between Lincoln and Omaha would be fantastic. Attached to that should be local transit service to area shopping and larger work facilities for those who commute. At one point I commuted between Lincoln and Omaha for my job, I would have loved a train service. Also - the Oma-Linc service from Lincoln to Epply airport is expensive - why not have a regular bus route?

Transportation by car is very congested and difficult in Lincoln. I can get around Omaha much easier and faster! and I haven't lived there for many years. Sitting through stop lights multiple times during rush hour is just

There is NO need to spend millions on the Old Cheney 14th Street intersection. Look for simpler solutions like steps 1 and 2 of one bidder's 3 stage plan. Then tell people to use other routes. Innovative answers to low-income riders' need for public transit will be needed. Some progress, but not enough.

Getting around in Lincoln is easy by car. Bikes are gaining in popularity and need to be considered. We also need to improve transit, especially in the downtown shuttles and the downtown area has expanded from Antelope Valley to the West Haymarket.

on 66th street and center blvd on vine heading toward 48th and vine a few times went to that light and wait for it to turn green and only 2 cars got through and then was 7 cars behind me yet. lot more traffic all day long There is other lights that do that. And the 40 miles a hour on 48th leighton to 33rd is crazy . People are driving faster then that now and afraid to turn the corner on 41st leighton because people are going around others to get faster down road

They need to make 40th street three lane one way...and 48th street three lane one way like 9th and 10th...something like that. I don't know why this is never discussed...

Roundabout for larger traffic areas are not done well.

Widen 27 th street.

condition of sidewalks is poor in many areas

No bike trails in the Arnold Heights area, No shoulders along NW 48th St, southbound to W. O St., No sidewalks along NW 48th St, southbound. We understand this will be changing in the next few years, but w/o bike trails, people can't bike to work from the NW part of town. Closest bike trails are in the Highlands. Need bike trails to connect the areas and Eastbound on W. O St.

Too many times during high traffic times, it is difficult to make left hand turns on streets that do not have a turning arrow. There have been times that trying to turn from 33rd Street on to O St. has taken two light changes before I can make the turn. Certain intersections have too much traffic backed up at the light - I have waited at the 27th & O Street light for three light changes before I can make it through the intersection. Traffic engineers need to stop looking at just the numbers and experience these intersections at rush hour traffic to get a better understanding of the problems that exist that are not reflected in the numbers they crunch.

There really isn't much traffic congestion in Lincoln; that's a neutral issue. I understand more is being done to establish on-street bike lanes. It can't happen soon enough. I love the off-street trails system.

You can get around Lincoln without much trouble anytime of the day. We don't have any traffic congestion compared to other communities

Time the traffic lights so all the east-west and north-south lights turn red at the same time on the major travel routes (84th, 70th, etc).

the downtown bike lanes are ridiculous.....

Why so many NO Right Turn lights. Even at 2:00 in the morning with absolutely NOOO traffic do we need to wait. I realize you are protecting those that can't think for themselves. But really, can't those be on timers so that during th slow periods they can go off. Example 27th and P. no right turn when you can see traffic for 3 blocks coming from the north. Next is the timing of the new Road from Kaplan University to the Bob Davaney Center. I know so many people that absolutely avoid that brand new road because the lights are so long and not timed well. It has really messed up the flow of traffic on P and N street which used to be great east west roads. Otherwise I don't think Lincoln has traffic problems except from 5:00 - 6:00 at night. i can live with that problem.

I know that our road system isn't perfect, and commutes across town can take a while and be frustrating. To fix this problem, I don't believe that we should invest in bigger, fancier road systems. Instead, we should invest in better, more robust public transit systems. Buses should drive withing 0.5 mile of everyone in town, and I should be able to catch my bus every 15 minutes or so. Bike paths are also very important. Intra-city commuting would be made better with increased infrastructure for designated bike lanes both on and off the street. Exercise and recreational enjoyment of nature can be achieved with more rural bike paths. I think sidewalk infrastructure is ok (there are usually plenty of sidewalks), but many of them require maintenance to repair cracks, etc.

Bike lanes in the middle of a street have no value other than to create a serious health hazard.

Traffic is not bad in Lincoln, despite the complaints of some who have never lived in a big city. The trails system is wonderful and can be improved by expanding on-street bike lanes and routes. The bus system is a perennial black eye on our city's visage. One day, Lincoln will abandon the obsession with the "hub-and-spokes" discipleship at StarTran and it will not take all day to get from one side of Lincoln to the other, especially if one does not need to go downtown. I wonder if this will occur in my lifetime. Also, buses that run in the evening on Thursday thru Saturday will take our public transit out of the 1960s.

The new stoplight on N Street at the new Antelope Valley Parkway is excruciatingly long going east-west. Annoying.

Again who is Lincoln and Lancaster Co?

Bike lanes are not needed. What is needed is education of motorists and cyclists that cyclists have a right to use of the full lane--that every lane is a bike lane. The City should repeal the ordinance requiring cyclists to ride as far to the right as practicable. The multi-use trails should be lighted at night, for safety reasons as well as to make them more comfortable to use.

Need a meeting of the minds re: vehicles/bikes!, Need some good education re:, sharing of streets and trails, and including pedestrian traffic as well. Traffic would be less congested if we could get people to step away from an 'all about ME' mentality, and share rides, utilize bus service, bicycle, etc., including walking more. In NYC, when I visited in 2000, 'everyone' walked everywhere. One thing I noted was that in 3 days walking all over, and seeing thousands of people, I saw only one overweight person (and she appeared to be a European tourist)! That says alot about what more foot-travel can do for us overall.

if I do not know I check neutral

Bike & hike trails are great for young vigorous people. They aren't that helpful to those with limited mobility. Public transportation would be a lot more attractive if it didn't at least one transfer, and half of the day to get where you need to go.

The off-street trails seem to be used a lot, but are not always in locations that lead to jobs or shopping. This could be enhanced. If such trails were placed properly, there would be little need for on-street bike lanes. These are more safely placed along sidewalks--which can double as pedestrian walkways more safely than streets can accommodate bikes and cars. If buses were electronically equipped so that they ALWAYS had the right-of-way at stoplights, it would increase their speed and attractiveness as a mode of transportation. Bike racks on these was a smart move.

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My main concern is with sidewalks. The city was given responsibility of maintaining sidewalks and apparently can no longer force a property owner to keep his/her sidewalk in repair. However, we are years and years behind in city sidewalk replacement and maintenance, and it just gets worse every year. We need to reconsider the responsibility and perhaps require sidewalk repairs, with cost being born by city and landowners on a sliding scale based on ability to pay. Some city sidewalks are a real disgrace!

Persons who complain about 'traffic congestion' are nuts. They should live in a city like Chicago, Seattle, ... to get a definition of that. It's not realistic to expect to get to work or wherever in 5 minutes (which did used to be the case here) and have an attractive, livable place that has a population of over 200 000. It seems like there should be some way to communicate this (other than lecturing) and to calm down the people who are always demanding street widenings.

Our trail system is well maintained and an enviable community asset. Of course, it would be wonderful to expand them further. Bike lanes are marked but traffic still makes it hazardous. Wider shoulders or dedicated lanes would make a huge difference! AS someone who walks the dog extensively, I would say that most sidewalks are maintained, but there are always those who don't take responsibility for cleaning them. Then there is the issue of broken or uneven sidewalks. With regard to traffic congestion, we do not adequately support or promote mass transit. There have to be ways to create an attractive, efficient system that encourages commuters to use an alternative transportation system.

When the city took over the responsibility of sidewalk repair, neighborhood sidewalks fell into disrepair. New sidewalk was poorly laid and no one takes responsibility for upkeep. A specific complaint ignores the need for the entire length of a block to be repaired. Although potholes are repaired and re-repaired promptly, crumbling city sidewalks are ignored.

Traffic congestion is getting worse fast with no apparent plans to address the issue other than building grossly overpriced roundabouts.

Let's be real here.. Lincoln needs to improve the roads. Like I said earlier it takes forever to get across town. I actually leave work either 10-20 mins early or late so I can avoid the traffic. Also, bikes lanes.. where are they out south??? We need something to get us across town better. Also, Lakeside elementary need sop signs or yield signs at ALL 4 corners. At 9th and O when your heading East on O and going to turn right on 9th St the pedestrians are allowed to cross when your light is green.. I realize this is a normal thing but at that intersection there needs to be a new idea.. I have seen so many close calls. I actually take a different route to work to avoid Brake too often for red lights. Start and Stop. Poor gas mileage. Short drives take a long time.

I see a lot of big buses with not very many people on them.

Again, we are not Chicago and traffic and sidewalks affect just about everyone so investments there make sense, after that it becomes a far more limited strata of the population. Public transport is a legit issue for the poor and some effort should be made there but the hand of government is always wanting to reach too far to represent the interests of a limited constituency (Bike lanes downtown etc.etc.). I know several prominent business owners who just moved themselves and their tens of millions to Texas (three actually, but if I know three how many more are thinking about doing a similar thing?)... the main reasons why, in all three cases they were:, taxes, way more freedom personally and to run their business (which employ 3-100 people) the way they

Ease traffic congestion by REMOVING BIKE LANES DOWNTOWN. They are not used or are used by a very small percentage of individuals & it creates a lot of congestion and confusion especially on 12th, 13th & 14th streets. City was not designed for bike routes and by putting them in now you reduce flow of traffic....pathetic & stupid!

Traffic congeston in Lincoln is beyond bad. If you don't agree, you have other motivations for not wanting Lincoln to have better traffic ways.

Lincolnites spend too much time in cars. We need to encourage health be making biking to work extremely easy - put bike lane markers on all major streets or the adjoining side streets.

The city is focusing on street bike lanes too much in my opinion. That's why I gave it a "very well" even though it is not important to me.

poor job on having major 4 lane streets thru lincoln

Lincoln must find a way to get the semi's off the roads! I drive O St and Hwy 2 regularly and they are a BIG problem and they destroy our city streets. We need a better way to get from the NW, SW to the NE, SE side of Lincoln - ridiuclous to have to drive through town in congestion all the time.

There should be no On-Street Bike lanes. There should be no Transit Services until the city can figure out how to do so without losing money. If you can't break even, then don't do it.

Hello! Please address the bottle neck on south 27th street and when in the south beltway going to happen?

Lincoln is working on on-street bike lanes, I can't wait. Lincoln can't encourage pedestrian or even biking when we have so many sidewalks & streets in poor condition.

Off street trails are incomplete (Salt Creek levee near Cornhusker Hwy, and what's up with the Lincoln Lumber railbed hostage taking?). On street bikers with a deathwish still ride arterials when a good side street is nearby (13th instead of 14th or 11th between downtown and Hwy 2). Antiquated bike traffic laws should be addressed. When is the last time you saw a bicycle trail user get off and walk the bike across each street in a crosswalk like a pedestrian as required by law? Sidewalks in the neighborhoods are generally poor and often unsafe when the lighting is poor. Inadequate infrastructure upkeep has become chronic. Thank goodness for Stimulus funds. Traffic congestion is mild in Lincoln, but timing of the traffic signals seems much worse than other cities. I feel like I must throw 50 cents out the window for the gas wasted each time I must stop.

I do not like on-street bike lanes downtown.

I realize that buying land is expensive, so . . . why not pave a county road going one way around the east and south part of Lincoln and another county road going one way, the other direction around the city. It would take travel off of the streets and get the by-pass earlier. They need to think "outside the box" and also to use what we have and save some money. It is time to work together with the county.

The bike lanes on downtown streets are a danger. Why don't we make a part of the sidewalk along the street a bike lane rather than the middle of the road? First priority needs to be placed upon a south and east beltway. Hwy 2 is congested and dangerous. Rather than wait for funding, why couldn't we pay for it as a toll road? I think most drivers wanting to get across Lincoln would still welcome the proposal vs the stop lights, congestion,

On street parking in downtown areas must still be available to bring shoppers to the area. Parking garages hold a large number of autos, but shoppers are attracted to quick easy parking for local shopping.

really a round a bout with stop lights? that was the whole idea of a round a bout? what happened to the extra cash when you again deceived the public and did not put in tunnels?????

There are intersections in Lincoln that are horrible particularly during high traffic time. Timing of lights/congestion...just bad. Great example is 40th and South going South on 40th. Cars in the intersection when lights turning...just not good.

We need to keep the whole community connected by having enough capacity on our streets. We need to keep the travel time around where it is today and not lose any capacity. We would then create suburbs or areas of town that people will not want to leave. We would really create the north or south of "O" complex and not just have it a myth.

Whoever designed the bike lanes in downtown is a damn idiot and should be fired if they haven't been already.

Startran should have Sunday service as well as evening service to at least 10pm. It should also have a grid-system with buses run up and down the length of major through streets and transfers where they intersect. This would be much more efficient for people as now if you want to get from Northeast to Southeast Lincoln you have to go way out of your way to downtown. Under a grid system, you could just head straight South. There should also be shelters with plenty of seating at each bus stop of intersecting streets. Also, bus service should be considered a basic city service like police and fire protection and thus be better funded. There are a lot of Lincolniters that for various reasons cannot drive OR cannot afford to drive myself included. These people still have shopping, doctors appts., jobs to get to etc. and some of these things take place after when the bus currently runs AND on Sundays. These people have second-class transportation choices and it's insulting and

Repair of the potholes on current streets is fiscally superior to creating nice to have paths. The bike paths are confusing and dangerous in the downtown area and should probably be reassessed. Denver reserves a portion of the sidewalk for bikes.

Our family of 4 drivers all agree that the lights could be better managed...so many times we are sitting at a red light while there is zero oncoming traffic. I understand there are budget constraints but hopefully in the future we can have the lights that self adjust according to traffic.

Are roads and streets important? Why aren't you surveying that question?

I can get anywhere in Lincoln by car in 10-20 minutes. Traffic flow must be a sad obsession with you people. Contributes to pedestrian/bicycle safety concerns. Need more money to fix our broken sidewalks and build new ones where we don't have any.

Help with traffic congestion is one of the few legitimate roles of gov't. Do better there and get off the others.

I would like us to look for a more innovative and more cost efficient bus service. It pains me to know how much we invest in buses only to see them driving around town - mostly empty. It seems like our local businesses value the busses for their mobile billboard space more than our citizens value them for transportation.

MOTOR VEHICLE TRAFFIC WILL CONTINUE TO INCREASE EVERY DAY! BUILD THE SOUTH BELTWAY! ADD RIGHT HAND TURN LANES AT ALL MAJOR INTERSECTIONS. THE INTERSECTION REBUILD PROJECT AT 56TH & PIONEERS TOOK AROUND A YEAR AND NO DESIGNATED RIGHT HAND TURN LANES. FAIL!! PLAN TO WIDEN S 56TH FROM NORMAL TO RANDOLPH STREETS OR BETTER YET TO FREMONT STREET. PLAN TO WIDEN S 40TH STREET FROM HWY 2 TO O ST ASAP PLAN TO WIDEN S 27 ST FROM HWY 2 TO SOUTH ST ASAP PLAN TO WIDEN S 33 ST FROM HWY 2 TO SOUTH STREET PLAN TO WIDEN N 70 ST FROM O TO CORNHUSKER HWY PLEASE DON'T LET ANYONE COMPARE LINCOLN TO LOS ANGELES WHEN SAYING OUR TRAFFIC IS NOT THAT BAD. WE DON'T EVER WANT TO BE ANYTHING LIKE THAT DISASTER. WE WANT TO KEEP MOVING AND GET AROUND QUICK, SAFE AND

I ride my bike as much as possible and feel safest on routes like G Street or I just ride through neighborhoods. The bike paths are too congested sometimes, especially after work, and those off street crossing driveways (like the new 1st St) are tricky because drivers aren't looking for cyclists. Sometimes you're just safer on the street if it's wide enough. Of course for water quality reasons, streets should not be made wider just for a few cyclists.

Lincoln is horrible to drive in anymore. Not near enough through streets.

As I wrote above, we need more and better designed on-street bike lanes and routes. I know we've brought in consultants from OR, but a visit to Portland, OR shows how far behind we are. We're doing well on the off-street trails, though, which I use every day. Downtown is not very pedestrian friendly, but then most people don't want to walk. I'm hoping we can create a culture where that will change.

Lincoln needs to review the warrants for traffic signal within the community and eliminate those that are not warranted. There are nationally accepted standards for installing signals - political input should have absolutely no impact on their installation. Excess signals are a tremendous waste of fuel and time as well as adding to traffic congestion and poor traffic flow within the community.

I wonder what, if anything, can be done to encourage the use of mass transit in Lincoln. I think that the use of the car has become a cultural thing here -- probably ever since the streetcars quit running after WWII -- and it would take some creative thinking and options to get people back out of their cars. More people are biking than used to, though, and we're making progress in that area as a city...it is still rather difficult and unsafe to bike in many areas of town, especially downtown.

70th street and 84th streets are both congested. 27th is bad too.

On-street bike lanes are too dangerous and are a bad idea.

This is not a very large city and traffic moves pretty well except going N to/from south. I think the SE bypass around Lincoln needs to be a major focus. There are too many semis and other vehicles on Hwy 2 that need to get south or around Lincoln. It would also avoid congestion for the future.

I suggest a campaign asking Lincolnites to 'Turn Right.' The campaign theme aimed at easing congestion and smoothing traffic flow is

I was opposed to what happened on 56th Street and Cotner. It is a mess that I think should have been handled a different way. I was almost killed on teh round about on 14th street. So, relatively unimpressed with design as well.

27th Street as a whole is awful, the Star Tran routes don't make sense, and the bike laws need to be examined. Lincoln has a shot to be a biking community more so than it is, I say go all in.

StarTran should use minibuses during off-peak hours and utilize the savings to initiate more cross-town routes.

We really enjoy the trail system in the city but would like to see the Bison trail open to Pioneers.

Again there does not appear to be support for transit service from the business community. Business leaders constantly complain about the subsidy provided for transit but continually want the subsidy for development to be increased either by successfully preventing an increase in impact fees or other developer contributions

See comment on condition of downtown sidewalks

Trails and bike lanes are very good. Transit seems to be forgotten whenever budget issues are raised. Sidewalks are in horrible shape. Lincoln has very little traffic congestion but because of traffic control lights people get frustrated. Waiting 60 secs at a light that could be set at 30 secs (or sitting through two cycles because the left turn arrows are not activated) is frustrating for drivers. Having to sit at a red light for 45 secs at 10 p.m. with no cross traffic simply does not make sense and there should be sensors to control that.

I still don't understand why there needs to be a street light on just about every corner, not to mention four in a block at 84th & O. Then they are not timed so traffic doesn't flow. There needs to be more turn lights and the turn lights need to last longer than 2-3 cars to make it through before the light turns.

More trails. More designated bus lanes with bike racks.

Bike and walking trails are fine, but they need to actually go somewhere. Public transportation has been an afterthought for much too long, and without a serious shift in thinking, our city is going to pay a very major cost for this lack of understanding and planning. We are already seeing the result in terms of traffic congestion, and it will eventually make Lincoln a very unpleasant place to live.

For a city the size of Lincoln, public transportation could be a lot better. It would be good if people could learn to accept travel by bus as a good alternative to using a car. Having bus service more often, in the evening and on weekends would really add to making Lincoln a great city.

Get rid of bike lanes down middle of downtown streets.

It is essential to have transit services for all Lincoln citizens. We need to do better on providing these services.

More and better bike lanes are needed. Not in the middle of the street.

Lowering the bus pass cost has encouraged more riding of the bus. Off street bike trails are important. Traffic congestion makes riding on the street dangerous. I rarely see bikes use the center of the lane bike lanes in downtown, such as the one on 14th St. Their placement seems hazardous since they would have to cross traffic to get into the bike lane.

There will always be demands and calls for better bus service but unfortunately it will always require a subsidy. Fine tuning the routes and what constitutes a hub is important.

Need to make non-car transportation more viable.

The new lights on the Antelope Valley Parkway at P and Q are grossly mis-timed. Cars can sit with no cross traffic but they still have to wait. If alternate programs are necessary for certain days or times, that is fine. But for a majority of traffic conditions, they disrupt rather than control traffic.

The NRD seems to provide most of the trails, although there are several very nice bike trails through town.

I think Lincoln's trail system is good and only getting better! Please see my previous comment about bike lanes. Bus service in Lincoln is okay, but I do think it could use some improvement. I also know it's a difficult service to maintain.

We have needed an adequate public transportation system for a long time. The bus system will be in a perpetual state of decline with the current schedule and routes.

I appreciate how Lincoln has tried to make roads connect areas of the town efficiently. Traffic signals perhaps could be timed to allow for a more uninterrupted transit, rather than having to stop needlessly at certain untimed lights, especially on side streets.

Open all of 27th street up.

Lincoln has a good trail system for pedestrian and cyclists, though it would be even better if we could expand it (and I know this is constantly in progress). The on-street bike routes are even more important as it is often a more direct route to a lot of people's place of work. A lot of motorized vehicles tend to ignore and often antagonize law-abiding cyclists. I feel a smart way to help reduce this unwarranted anger is the continue to incorporate cycling facilities on the road by means of bike lanes, sharrows, and trails. With this, it becomes blatant that cyclists are allowed on the road. As a side note, we should also be doing more to inform drivers that cyclists follow the same laws as drivers on the road including taking lanes when a cyclist feels unsafe.

Need a beltway East of the city and the South Lincoln beltway.

The bike lanes that were put in downtown are really a joke. I would never take them.

Riding a bicycle downtown can be very stressful. I have been honked at and brushed off (vehicle crowds bicycle) by motorists who simply don't accept bicycles in traffic. This needs to be addressed.

TOO LATE, I know, but had our bus system been used to help guide where new developments were being built we might not have had the crazy sprawl we have now. We might have had a functioning public transport system with buses running into the evening and at weekends. As it is now newcomers to Lincoln, and the many with scarce resources have to spend those on a car just to be able to get to work!

Bike lanes are stupid - city bus needs to be expanded

To much

The bus service is a must in a city like Lincoln. Saves \$ on gas, useful for students, going to work and shopping

Transportation is essential to growing

Bus driver often leave handicapped people

Very poor!

Why can I get around Omaha so much more easily and quickly than I can in Lincoln when Omaha is much bigger?

Traffic isn't all that bad in Lincoln. There needs to be less texting, cell phone using and more paying attention to what is going on around the driver.

Traffic signal management is poor in several ways, such as under-use and lack of left-turn signals, not to mention confusing intersections such as 56th & P; I never find bus routes/schedules convenient if I am unexpectedly without a car.

Public transit is a MAJOR disappointment
