

Planning Assessment Survey

Report of the Responses to the
Planning Assessment Survey
Conducted March and April of 2013

**Lincoln and Lancaster County Planning Department
April 30, 2013**

Planning Assessment Survey

In the interest of increasing public outreach, gathering data on public opinion, and improving the service provided to the community by the Planning Department, this survey and an accompanying focus group process were developed in 2013. The survey challenges the respondent to consider the pieces that make up a vibrant, growing, livable city and to evaluate their own community in light of those pieces.

Topic areas of Landuse, Downtown, Housing, Attractiveness, Community Character, Natural Resources, and Transportation and Mobility were developed, with issues in each area identified. Respondents were asked to first consider “How important are each of these issues in creating and maintaining the kind of community in which you would like to live?” to which they responded using a five point scale with 1 being the “lowest importance” and 5 being the “highest importance”. Next, respondents were asked to consider “How well do you think Lincoln and Lancaster County are doing in addressing these issues?” to which they responded using a five point scale with 1 being “very poor” and 5 being “very well”. In addition, respondents were given the opportunity to include text comments for each of the topic areas. A full text of the textual responses is included at the end of this survey as Appendix A, and a copy of the survey as Appendix B.

Respondents were solicited through a newspaper article, drop boxes in five City Libraries, Planning Department email list, email addresses gleaned from records of applicants, owners and developers in the Planning Department application tracking system, and on the Planning Department website. There were 457 responses to the survey, 19 through the City Libraries system and 438 through an online survey. Questions in the two surveys were identical.

While the survey is not intended to be a scientific polling of the public, the responses provide anecdotal information to the Planning Department on the perceived importance of various planning factors as well to provide a framework for further conversation in focus group meetings.

Demographics

Respondents were asked to place themselves in an age category. The following is a tallying of the responses.

Age	
3	No Response
15	Over 75
90	61 – 75
156	46 – 60
80	36 – 45
88	26 – 35
25	18 – 25

Respondents were also asked to include their zipcode. The following is a tallying of their responses and a brief description of the area of each zipcode.

Zipcodes

4	68317	Bennet
1	38372	Hickman
1	68402	Malcolm
3	68428	Raymond
2	68461	Walton
1	68462	Waverly
66	68502	Near Southwest Lincoln, D to South and 33 rd to Hwy 77
21	68503	Near North Lincoln, O to Leighton and 40 th to I-180
7	68504	Northcentral Lincoln, O to City Limit and 56 th to 27 th
19	68505	Near East Lincoln, north of O
52	68506	Southeast Lincoln, Pioneers to A and 33 rd to 84 th
10	68507	Rural and Northeast Lincoln, north of Leighton east of 56 th
27	68508	Downtown
56	68510	Central Lincoln, O to A and 19 th to 98 th
28	68512	Rural and South Lincoln, 27 th to SW12th and Hwy 2 to Rokeby
1	68515	Unknown
78	68516	Rural and Southeast Lincoln, south of Pioneers and east of 27th
1	68520	Rural East Lincoln
33	68521	Rural and Northcentral Lincoln, north and south of I-80
12	68522	Rural and West Lincoln, South of "O"
3	68523	Rural Southwest Lincoln
5	68524	Rural Northwest Lincoln
11	68526	Rural and Southeast Lincoln
5	68527	Rural, south of Waverly
2	68528	Rural West Lincoln
2	68532	Rural, west O

Survey Responses

The following data is separated into seven topic areas, as described on page one of this report. Within these topic areas, specific issues often discussed in planning conversations were identified. A conscious decision was made to simplify the language as much as possible in order to not overly burden the respondent with reading lengthy, jargon-filled descriptions. To allow for more full expression of responses, ample opportunity was provided in each topic area for text comments. This opportunity was seized upon by anywhere from 20 to 30% of the respondents in each topic area. The text responses are summarized for each topic area and included in full as an appendix to this report.

The remainder of this report analyzes the responses by topic area, identifying the mean score for each issue in the topic area, pairing the “How important?” with the corresponding “How are we doing?” responses. The resulting paired bar graphs display the gap between the two questions for each issue. The gap is displayed in a second graph, with larger values indicating areas where there is a greater disparity between the perceived importance and performance for the issue. Additionally, data was analyzed for the count of each response (1 through 5) for each issue – i.e. how many people answered “1”, “2”, etc... for each issue. This analysis can provide insight that a mean cannot. For instance a mean of 3.0 could indicate that few people felt strongly about an issue so gave it the more neutral response, or it could be that about half the people felt strongly in the negative and half strongly in the positive. Not all of these “count” graphs are shown in the report, only the ones that are most interesting, but the count table is displayed for all issues in that topic.

It should be pointed out that this is not intended as a scientific survey, but rather as a “conversation starter” and as a way to begin the intended purpose of the outreach effort – the focus group conversations. Results are not being weighted to align the demographics of the respondents with the demographics of the community. Respondents were not scientifically selected but took the survey voluntarily. As the notification of the survey availability included direct emails to Planning Department contact lists, respondents are more likely than the general population to have had some sort of contact with the Planning Department in the past. Additionally, wording of options for each issue could have been interpreted in multiple ways by the respondent, for example if a respondent felt that the on-street bicycle facilities were lacking, he or she might respond with a low mark. A respondent that felt on-street bicycle facilities are a bad idea and should not be used might respond the same way. For this reason, respondents were asked after each topic area to share their thoughts textually and the reader is invited to review these more detailed responses.

Topic Area 1: Land Use

While land use is one of the main concerns of the Planning Department, it is also difficult to define when discussing with the general public. It can be challenging to gather information from the public in this topic area because of the difficulty in framing relevant and comprehensible questions. Broadening the scope of this conversation in the focus groups will be important.

The following are the questions asked and the number of responses sorted by value for each.

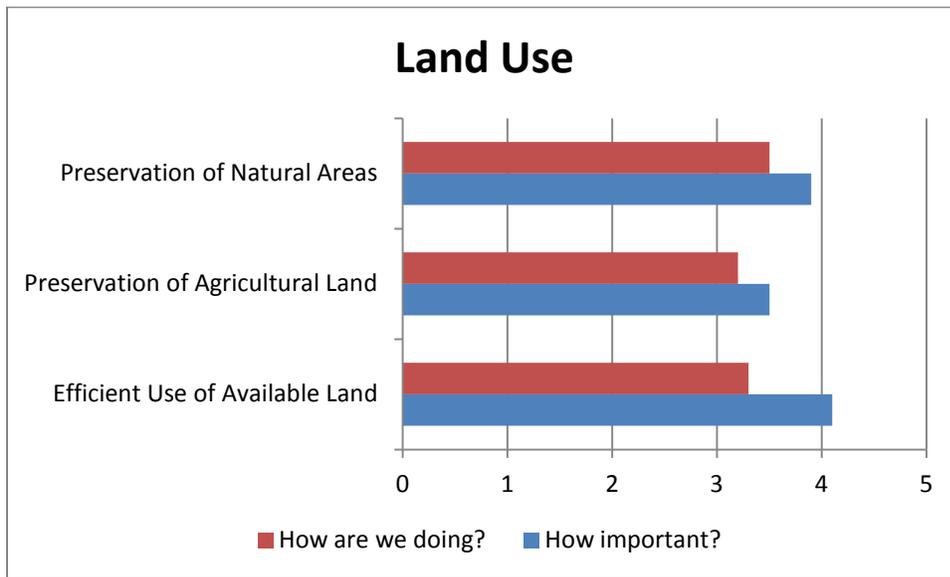
How important are the following issues?

Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Efficient use of available land	43	26	34	108	244
Preservation of agricultural land	51	48	109	126	119
Preservation of Natural Areas	39	44	50	113	208

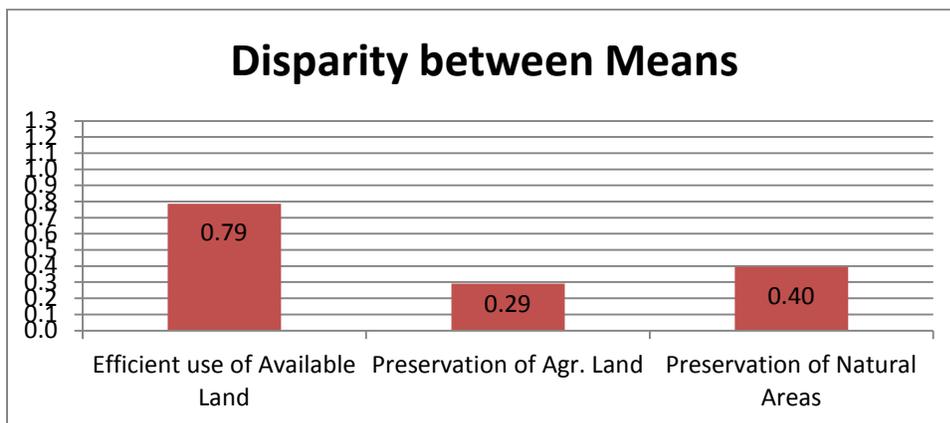
How are Lincoln and Lancaster County doing?

Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Efficient use of available land	25	78	123	199	27
Preservation of agricultural land	23	51	225	123	28
Preservation of Natural Areas	16	45	134	209	47

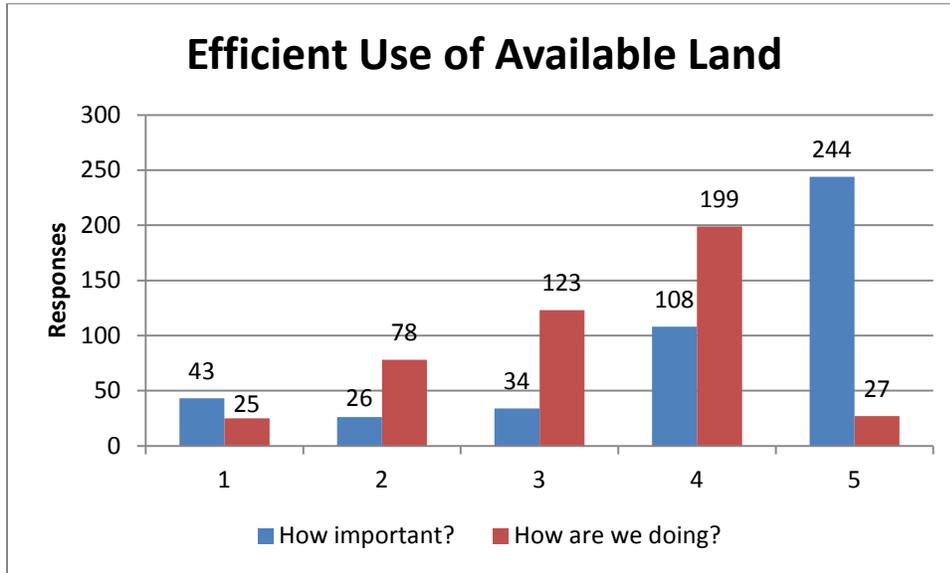
In all issue areas, the “How important is it?” response was higher than the “How are we doing?” response. When the individual response counts are observed the difference seems to be primarily in the high end of the two scales with the responses of value 4 and 5 being highest for the “How important is it?” question and the 3 and 4 responses for the “How are we doing?” question. This graph compares the two questions for each issue.



The following graph shows the breadth of the gap between the two questions for each issue.



The largest gap is for the “Efficient use of available land” issue. When the individual responses for the two questions are plotted, the difference between the higher responses is most evident.



It would appear that most respondents feel that efficient use of land is very important, probably for various reasons, but most respondents also feel Lincoln and Lancaster County could be doing a better job in this area.

134 write-in responses were received for the Land Use Pattern and Development section of the survey. The comments received focused on the following areas: green space, parks and habitat preservation; infill; sprawl; redevelopment; population density; bicycle infrastructure; the free market and property rights; blight and growth.

Of the responses, 31 were generally in support of green space, parks and/or habitat preservation; 19 were in support of infill development; 19 were in support of redevelopment; 7 were in support of higher population densities; 5 were in support of more outward growth, 5 in support of more and better bicycle infrastructure and 5 were generally in support of the free market and property rights. Other areas of support which had lower frequencies of response include more and better pedestrian infrastructure (mostly sidewalks), promoting smart growth and mixed use development, promoting the rejuvenation of older neighborhoods and supporting local, urban and community agriculture.

Problems were identified in several areas including 18 occurrences in opposition to urban sprawl and/or strip mall development and 5 occurrences stating that blight is a problem in older neighborhoods. Other problem areas that had lower frequencies included the presence of too much parking; too much population density; too much floodplain development; too much green space, parks and habitat preservation and big box development.

Although the responses were varied, following a review of these responses, there appears to be fairly strong support for the preservation of green space, parks and habitat preservation as the City grows. In addition, it appears this should be balanced with increased infill development in and around the urban

core accompanied by discouragement of low-density sprawl. The overall growth of the City should be promoted, however, and private property rights respected. Further, it was noted that government regulation should be limited to the extent possible to allow the free market to operate.

Topic Area: Downtown

Traditionally, Downtown Lincoln has occupied a large part of the planning conversation in Lancaster County. Downtown Lincoln being the most urbanized area of the city and there being few other urban areas as recognizable by the general public. In addition, Downtown Lincoln has a regional, and even state-wide, identity being the center of State government and the home of the University's flagship campus, not to mention Memorial Stadium. Downtown Lincoln also has several active neighborhood and business associations that have played large roles in past planning processes. Downtown Lincoln is the site of major entertainment venues, both public and private, and so is an area that most Lancaster County residents visit on at least an occasional basis. Downtown Lincoln is also the hub of the City's StarTran bus system.

In recent years, Downtown Lincoln has also been the site of major public and private investment in the Antelope Valley project area, West Haymarket, P Street corridor, and other projects. Much attention has been paid to mobility in Downtown and several projects have been undertaken to try to include more pedestrian and bicycle facilities. Downtown Lincoln has also seen an increasing interest in residential development and services to support them.

The following are the questions asked and the number of responses sorted by value for each.

How important are the following issues?

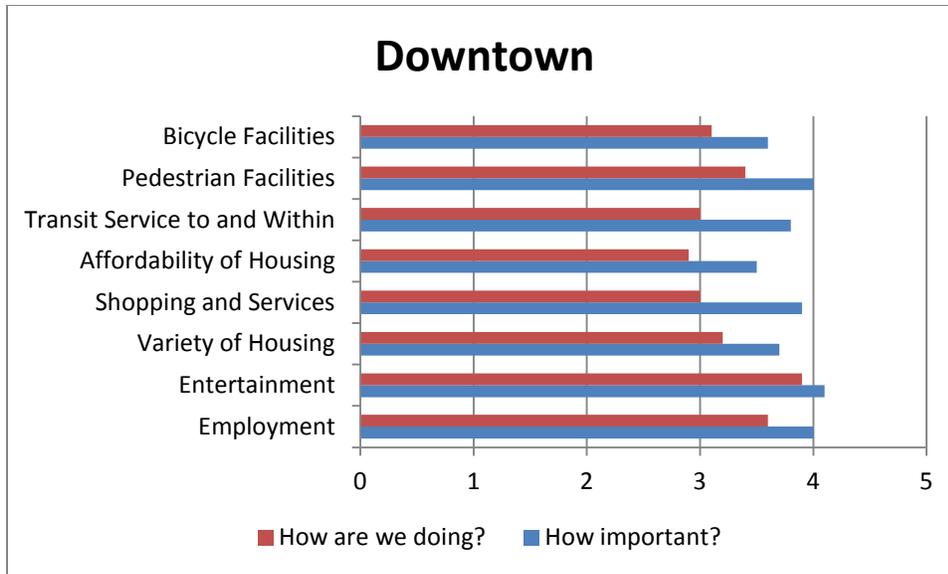
Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Employment in Downtown	22	35	60	164	174
Entertainment in Downtown	23	33	37	145	218
Variety of Housing in Downtown	35	48	90	139	142
Shopping and Services in Downtown	28	41	53	148	185
Affordability of Housing in Downtown	44	62	88	135	125
Transit Service to and within Downtown	43	40	56	131	186
Pedestrian Facilities in Downtown	26	47	46	125	211
Bicycle Facilities in Downtown	60	59	67	86	183

How are Lincoln and Lancaster County doing?

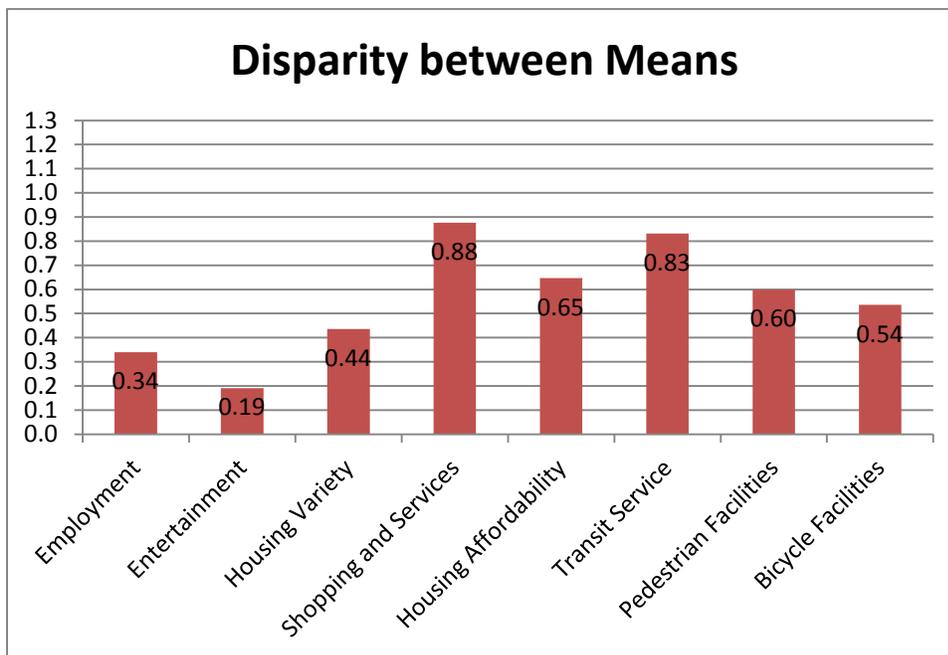
Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Employment in Downtown	15	36	125	211	66
Entertainment in Downtown	11	30	77	207	129
Variety of Housing in Downtown	18	83	152	176	25
Shopping and Services in Downtown	29	118	143	130	34
Affordability of Housing in Downtown	29	94	237	82	6
Transit Service to and within Downtown	45	100	150	130	29
Pedestrian Facilities in Downtown	21	57	138	199	37
Bicycle Facilities in Downtown	43	96	139	141	35

In all issue areas, the “How important is it?” response was higher than the “How are we doing?” response. When the individual response counts are observed the difference seems to be primarily in the high end of the two scales with the responses of value 4 and 5 being highest for the “How important is it?” question and the 3 and 4 responses for the “How are we doing?” question. The graph on the next page compares the two questions for each issue.

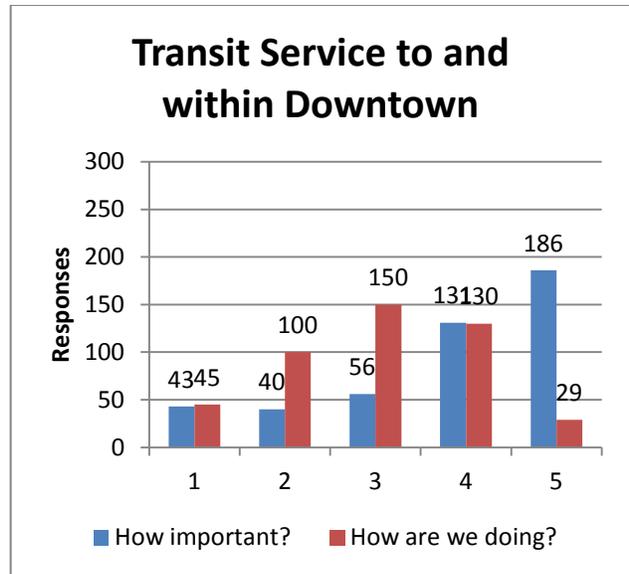
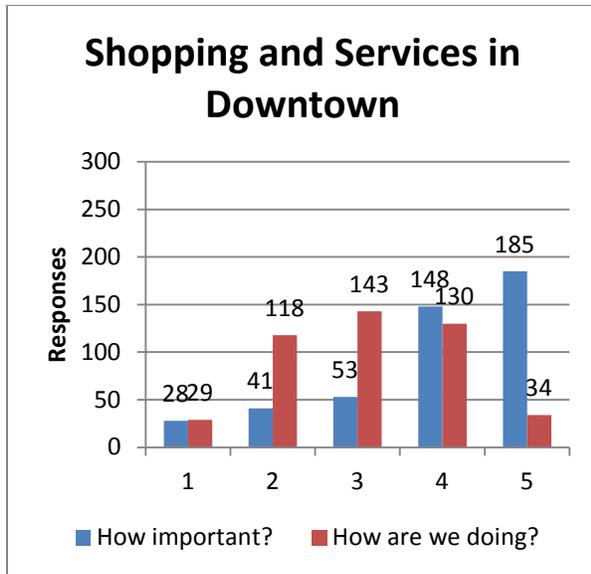
The two issues with the largest gaps are Shopping and Services in Downtown and Transit Services to and within Downtown. With more and more people living, or wanting to live, in the downtown area the demand for more services and shopping will likely grow. Unlike shopping and services of the past, these new demands might be to cater more to the daily needs of a resident, rather than specialty shopping in boutiques. Although the Downtown serves as the hub for the transit system and service is available from downtown to all other areas of the City served, there may be a desire for a route that would serve within the Downtown, such as a “trolley” style bus or shuttle system.



The following graph shows the breadth of the gap between the two questions for each issue.



The following graphs show details for the two issues with the greatest gap. In both cases the responses to the “How important is it?” question were more frequently on the high end, while the responses to the “How are we doing?” question were more frequently in the neutral range.



136 write-in comments were received for the Downtown section of the survey. The comments received focused on the following areas: bicycle infrastructure, housing, pedestrian infrastructure, vehicular parking as well as entertainment and retail facilities.

Of the responses, there were 29 occurrences in support of better and more public transit, 29 occurrences of better and more bicycling infrastructure, 16 occurrences of support for a broader range of housing options, 13 occurrences of more and better pedestrian infrastructure, 12 occurrences in support of the existing bike lanes, 6 occurrences of support for more private development and redevelopment, 6 occurrences of support for a downtown grocery store, 6 occurrences of support for more bars, entertainment and retail as well as 5 occurrences of support for the planned cycle track (protected bikeway). Further areas of support that were cited with less frequency include more entertainment and bars, more retail, more trees, more employment and more handicapped infrastructure.

Problems were identified in several areas including 19 occurrences of dissatisfaction with the current bike lane design, 9 occurrences of the need for more parking, 5 occurrences of need for less regulation, 4 occurrences of the desire to remove the existing bike lanes. Other identified problem areas that were cited with less frequency include too much redevelopment, too much entertainment and bars, a desire to restrict bikes from downtown, too much parking and too much shopping.

Following a review of the comments, most of the comments are regarding transportation. Similar to comments received in the Transportation section, there seems to be fairly strong support for bicycling infrastructure in and around downtown including bike lanes, the planned cycle track and bicycle parking. However, there are design concerns surrounding the safety and viability of the current bike lanes. In addition, there appears to be strong support for more and better public transit which serves not only trips in and out of downtown but within downtown as well. Housing was another major issue with at least some comments suggesting expansion of nearly all housing types in downtown. One common theme of housing downtown was that it is more expensive than other parts of the City. The lack of a

grocery store downtown was also noted along with support for more vehicular parking and more reinvestment and redevelopment.

Topic Area: Housing

Housing variety, affordability and location can be major factors in whether or not one wants to relocate to a new city. A healthy housing stock of both new and existing homes is a good barometer of the overall economic health of a community. When desirable housing becomes harder to find it can drive the cost of living up and make a city unaffordable to the general population.

The following are the questions asked and the number of responses sorted by value for each.

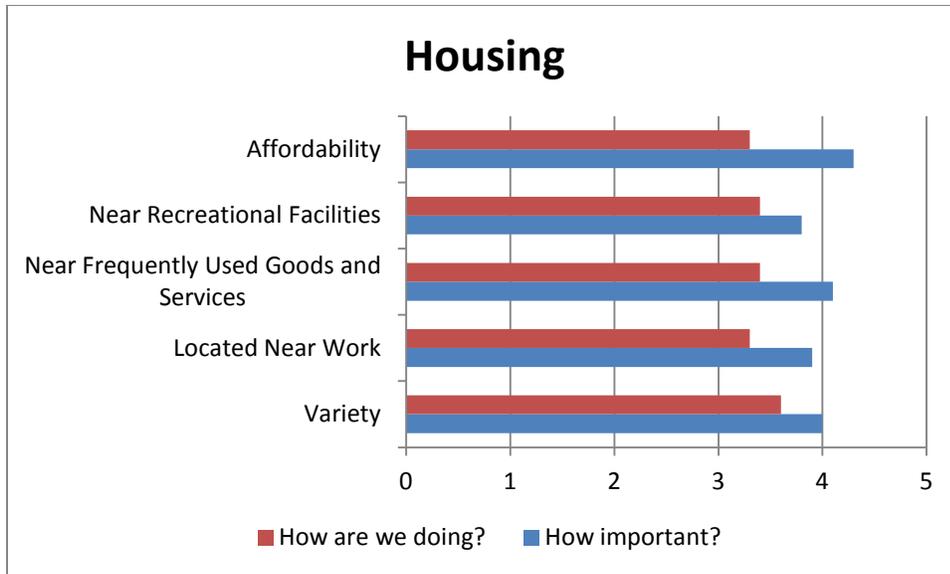
How important are the following issues?

Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Variety of Housing Type	25	23	47	167	188
Housing located near work	20	32	72	185	141
Housing near goods and services used frequently	14	23	43	174	194
Housing near recreational facilities	19	39	90	173	125
Housing affordability	17	17	39	135	241

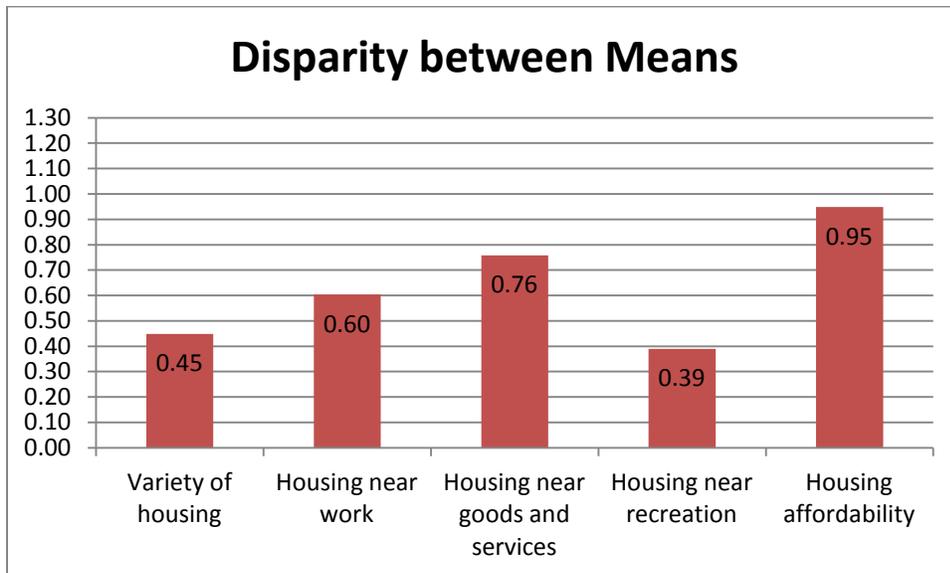
How are Lincoln and Lancaster County doing?

Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Variety of Housing Type	11	43	116	221	55
Housing located near work	16	69	164	169	27
Housing near goods and services used frequently	16	60	143	188	37
Housing near recreational facilities	12	49	178	172	37
Housing affordability	31	54	148	174	41

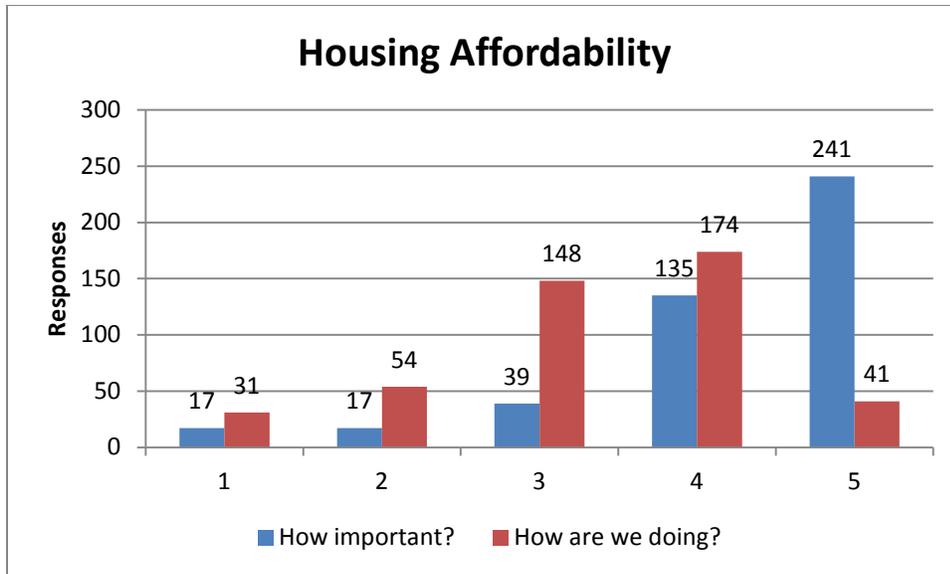
In all issue areas, the “How important is it?” response was higher than the “How are we doing?” response. When the individual response counts are observed the difference seems to be primarily in the high end of the two scales with the responses of value 4 and 5 being highest for the “How important is it?” question and the 3 and 4 responses for the “How are we doing?” question. This graph compares the two questions for each issue.



The following graph shows the breadth of the gap between the two questions for each issue.



The following graphs show details for the issue with the greatest gap. The responses to the “How important is it?” question were more frequently on the high end, while the responses to the “How are we doing?” question were more frequently in the neutral range.



The largest disparity is seen in the Housing Affordability issue area. It is difficult to evaluate housing affordability with this one response. Affordability could refer to new or existing homes, the cost of buying or the cost of renting, or other factors which increase the cost of housing such as utility costs, mortgage loan rates, property taxes and transportation to and from work. Housing near goods and services used frequently also had a fairly large gap with many more responses in the 4 and 5 scores for “How important is it?” and more in the 3 and 4 scores for “How are we doing?” This may indicate a desire for housing that is more integrated with neighborhoods commercial areas

98 write-in comments were received for the Housing section of the survey. The comments received focused on the following topic areas: affordability, government regulation, housing diversity, connectivity by foot or bike, property taxes and green space.

Of these topic areas, there were 9 occurrences generally in support of more affordable housing and/or a program to support senior homeownership, 6 occurrences of support for more housing diversity including condos, single family, duplexes and apartments, 6 occurrences in support of more local housing connectivity to commercial areas by foot or bike and 4 occurrences of support for more recreational opportunities, green space and parks. Other areas of support with lower frequency levels include the need for a downtown grocery store, more and better public transit, more zoning, more mixed use development and more density.

In addition, problems were identified in several areas, including 8 occurrences of too much government regulation, 4 occurrences of problems with impact fees and 4 occurrences of property taxes being too high. Other areas of consideration included residential bight, too many big box stores and not enough local commercial areas, too much sprawl and strip mall development, housing downtown is too expensive, a lack of housing which accommodates handicapped individuals and that the City is too dense.

Following review of these comments, the major theme is that of diversity. Some comments preferred a limited role of government in housing while others favored intervention and even more draconian zoning. Fortunately, Lincoln offers many different options for housing which appears to capture the majority of the population. One possible exception is the availability of quality housing for low and fixed income individuals. Further, although some residents indicated that they had no issues driving for all their basic needs and entertainment, a fair majority of opinions seemed to prefer easy walking or cycling access to neighborhood commercial areas.

Topic Area: Attractiveness

“Attractiveness” is admittedly a subjective topic. Most people can agree that buildings that are in poor condition, trash on the streets and a landscape of pavement are generally un-attractive. However, deciding what colors, shapes, building materials, vegetation, etc... are attractive can be matters of taste. Most of us have an understanding of what we find attractive, but we don’t all agree on what role the government should play in making the City more attractive.

The following are the questions asked and the number of responses sorted by value for each.

How important are the following issues?

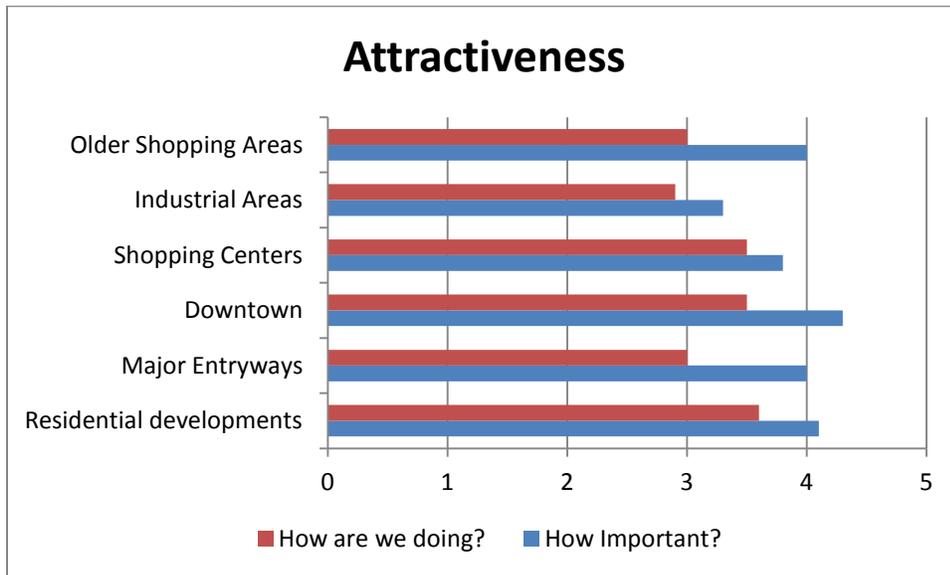
Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Attractiveness of residential developments	13	15	50	190	181
Attractiveness of major entryways to City	24	40	48	147	189
Attractiveness of Downtown	19	14	28	158	230
Attractiveness of shopping centers	20	33	72	191	130
Attractiveness of Industrial areas	30	77	131	153	56
Attractiveness of older shopping areas	9	35	66	188	149

How are Lincoln and Lancaster County doing?

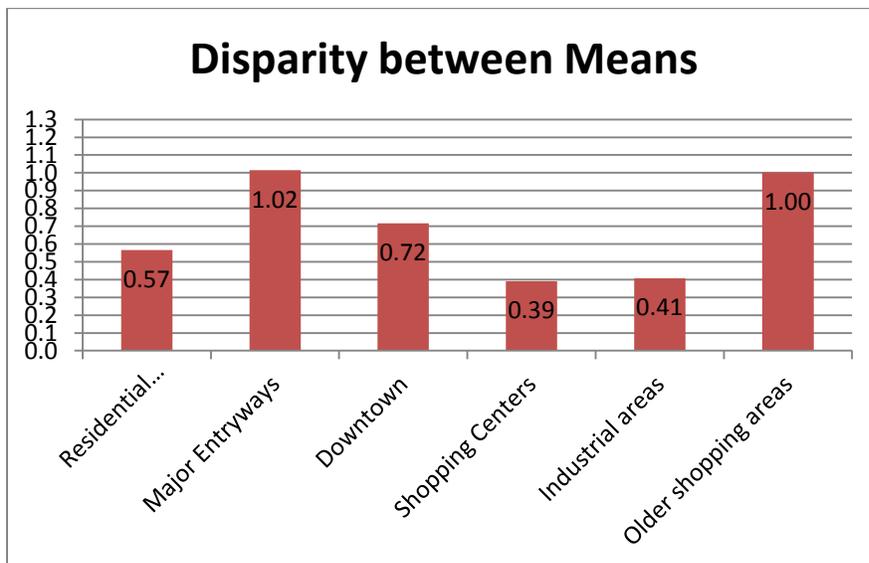
Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Attractiveness of residential developments	17	48	100	226	56
Attractiveness of major entryways to City	40	128	114	138	26
Attractiveness of Downtown	16	62	94	213	62
Attractiveness of shopping centers	15	43	148	202	37

Attractiveness of Industrial areas	30	105	210	89	11
Attractiveness of older shopping areas	28	109	171	122	14

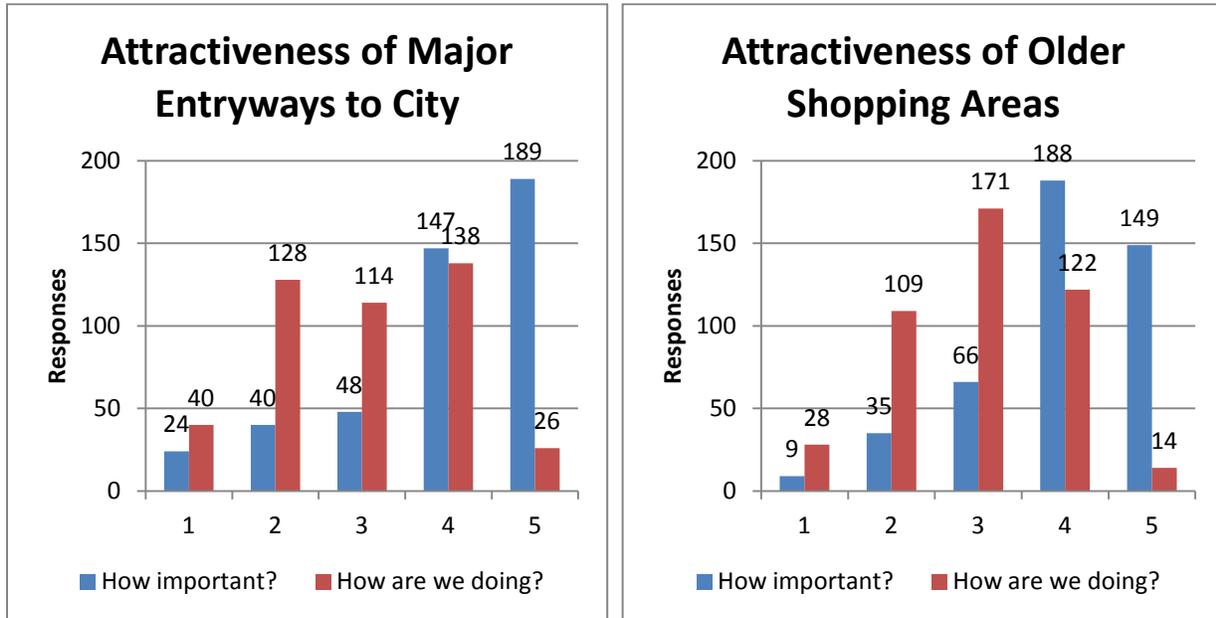
In all issue areas, the “How important is it?” response was higher than the “How are we doing?” response. When the individual response counts are observed the difference seems to be primarily in the high end of the two scales with the responses of value 4 and 5 being highest for the “How important is it?” question and the 3 and 4 responses for the “How are we doing?” question. This graph compares the two questions for each issue.



The following graph shows the breadth of the gap between the two questions for each issue.



The greatest disparity was seen in the issues of Attractiveness of Major Entryways to City and Attractiveness of Older Shopping Areas. These are some of the largest disparity values seen in this survey. When viewing the score counts for each question on the issue of attractiveness of major entryways to city one is particularly struck by the perceived importance of these entryways providing an attractive and welcoming gateway to the City as compared to the perception of what is actually out there.



It is a little more difficult to evaluate the response on the older shopping areas in part because of the variety of definitions of what constitutes and “older shopping area”. The intent was to identify areas such as Havelock, College View, Bethany, and other former small town centers. However, older shopping centers could also mean older strip malls and shopping centers such as East Park Plaza and Edgewood.

Another interesting response is to the issues of Industrial areas and Shopping Centers. These were two of the few “How important is it?” questions for which the response shows more of a curved graph than a linear graph – meaning responses of 5 were actually lower than responses of 4 – indicating that respondents did not find these issues to be as important overall as other issues. Both of these issues had smaller gaps between responses, but the Shopping Centers in general scored relatively high, while the Industrial Areas scored relatively low, possibly indicating that the appearance of shopping centers is more valued than the appearance of Industrial areas. This is probably not surprising to most.

100 write-in responses were received for the Appearance and Attractiveness section of the survey. The responses to this section were very diverse and not heavily congregated into specific categories. The comments did generally focus on the following areas: entryways into the City, downtown, the role of government in appearance and attractiveness, neighborhood commercial areas, new shopping malls and strip malls as well as litter.

Of the responses, 10 were supportive of the appearance of downtown, 5 were generally supportive of the older neighborhood commercial areas while 5 wanted to see more green space, trees and landscaping throughout town. Other areas of support that appeared less frequently included Antelope Valley, the N 27th entryway and the new Lincoln “arrow”.

Problems were identified in several areas including 13 occurrences identifying the appearance and attractiveness of entryways in general, 7 occurrences that appearance and attractiveness should be left to the market, 7 occurrences identifying new shopping malls, strip malls and big box development as a problem, 6 occurrences identifying the West O entrance as a problem, 5 occurrences identifying the Cornhusker entrance as a problem, 5 occurrences identifying junk and blight in older neighborhoods as a problem and 3 occurrences identifying too much parking as negatively affecting appearance and attractiveness. Other problem areas which had a lower frequency of occurrence include the appearance and attractiveness of downtown, too many cigarette butts, the appearance of N 27th St entrance, new residential developments as well as a need for more zoning and code enforcement.

As noted earlier, the responses to this section were varied. One more common theme was the general understanding that appearance and attractiveness are subjective matters. In addition, there were diverse opinions on how the City should be reacting to charges of ugliness or debris. Some respondents thought it was the role of the government through zoning and code enforcement to ensure the cleanliness and attractiveness of the City while others thought it should be left entirely up to the market and that private property rights should rule. Generally, however, it appears that when it comes to entryways to the City, the south entrances are more attractive than the northern entryways, particularly West O and Cornhusker Highway.

Topic Area: Community Character

Community character is intended to refer to the characteristics that are valued by its residents and that make Lincoln unique. While this can also be difficult to quantify, unique historical and architectural resources, the older neighborhoods and business areas, and the tree-lined streets are often cited as characteristics associated with Lincoln.

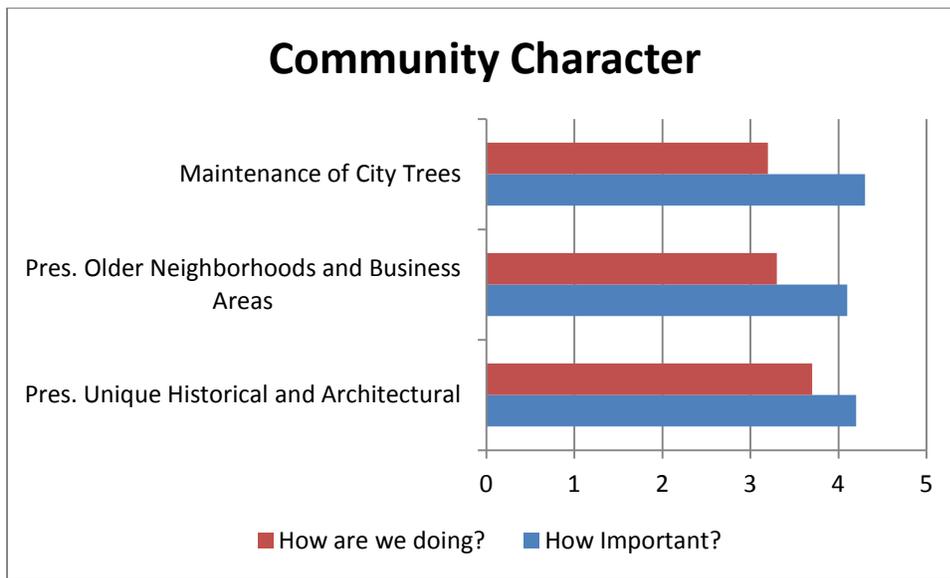
The following are the questions asked and the number of responses sorted by value for each.
How important are the following issues?

Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Preserve Unique, Historical and Architecture	14	25	30	164	215
Preserve Older Neighborhoods and Business areas	16	39	44	134	210
Maintenance of Street Trees	16	19	32	125	252

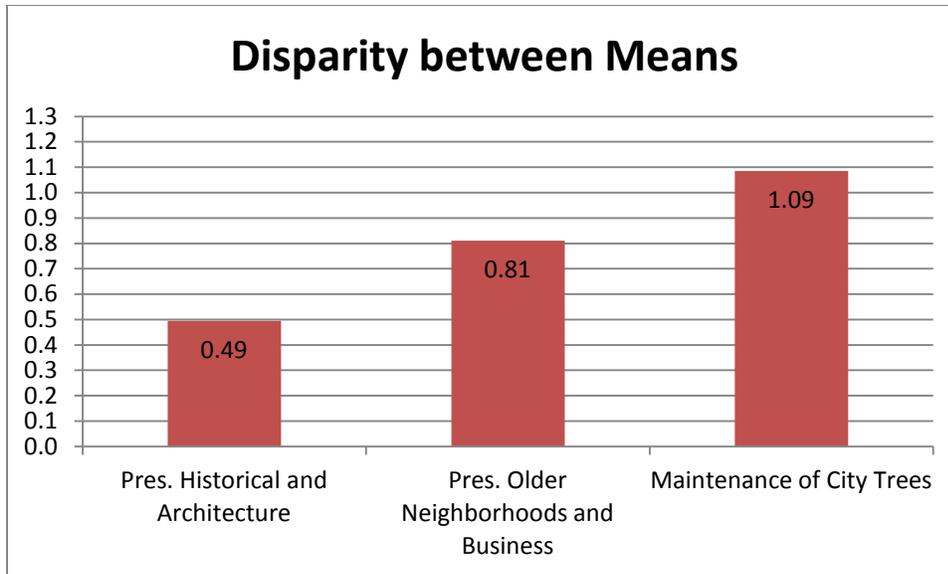
How are Lincoln and Lancaster County doing?

Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Preserve Unique, Historical and Architecture	14	31	91	239	68
Preserve Older Neighborhoods and Business areas	33	80	105	180	45
Maintenance of Street Trees	36	91	101	171	44

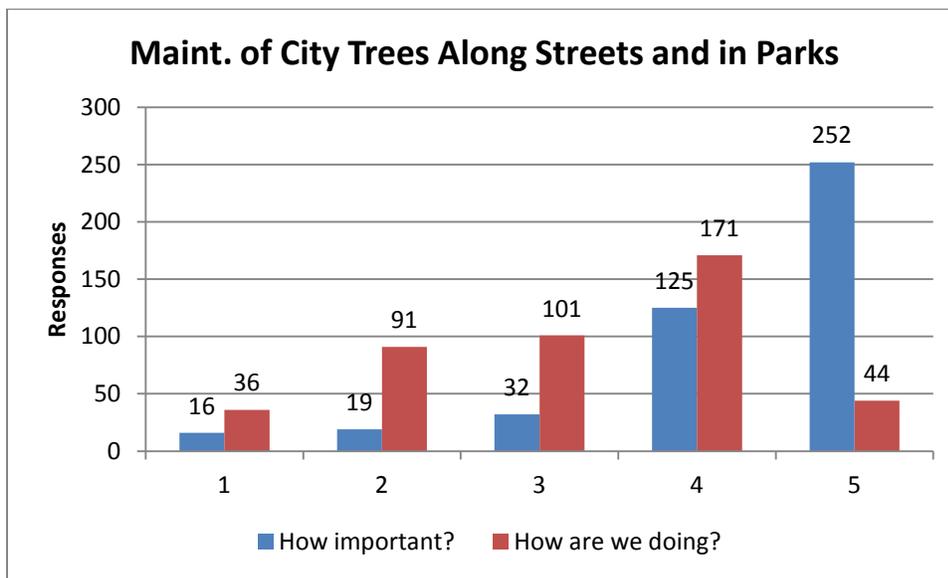
The responses follow the typical pattern seen in the other topic areas with importance outweighing performance. The following graph compares the responses to the “How important is it?” question and the “How are we doing?” question.



The topic of street trees showed the largest gap with “How important is it?” averaging 1.1 points higher than “How are we doing?” Street trees in Lincoln have historically inspired passion from the negative response to removal of trees in City parks, to the campaigns to put a stop to street widening projects that would have removed mature street trees. The Parks and Recreation Department is responsible for the maintenance of street trees and other public trees. Over the past several years this department has seen reductions in budgets and loss of staff specifically assigned to the urban forest.



The graph below demonstrates the high importance given to street trees with more people assigning the highest importance category than the other four categories combined. On the question of “How are we doing?” there were slightly more responses in the lower registers than seen in other questions.



100 write-in responses were received for the Community Character section of the survey. The responses to this section were focused on 3 specific categories, with a few more topics mentioned. The comments generally focused on the following areas: Trees and Parks, Historic Preservation and Older Neighborhoods.

Of the responses, 56 were on trees and parks, with 14 being generally supportive of the current facilities and 42 being unhappy with one aspect or another. Those who were generally supportive expressed positive feelings about existing parks (4), the need for even more public trees (8) and support of the “Two for Trees” program (2). Of those expressing dissatisfaction, 20 felt tree maintenance was a major

issue and 6 felt planting trees during the drought was a major problem, 5 expressed dissatisfaction with the trimming of trees for power lines, 5 felt trees should not impede widening of streets, 1 would like to see more ball fields, and 4 generally did not support public parks or trees.

Historic Preservation drew comment from 29 individuals, 11 in general support (4 of which would like to see more incentives), and 18 generally unsupportive. Of the unsupportive responses 5 felt that historic designation were often not justified, 4 felt too much investment went to historic preservation, another 4 were supportive as long as the historic preservation efforts did not impede progress, and 5 were generally unsupportive.

The topic of preserving older neighborhoods and business areas drew comment from 27 respondent, 12 in general support, 10 who felt maintenance of older areas was a major problem, two who mentioned conversion of older homes to apartments as a problem, and three who generally did not support preservation of older areas.

More general themes included discussion about the role of government and public investment in preservation projects. Many people cited an understanding of budget difficulties in the Parks and Recreation Dept. and felt the maintenance of parks and trees should have a higher priority

Topic Area: Natural Resources

Evaluation of the state of a community's natural resources can provide information about the quality of life experienced by the residents as well as indicate the overall health of the environment. Natural resources can be protected through proper land use planning, environmental regulations, citizen efforts, and local programs.

The following are the questions asked and the number of responses sorted by value for each.

How important are the following issues?

Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Opportunity for Enjoying Outdoors	11	12	18	128	278
Preservation of Farmland	42	50	94	142	118
Protection of Natural Resources	12	25	38	142	227
Availability of Locally Grown Food	33	36	72	131	174

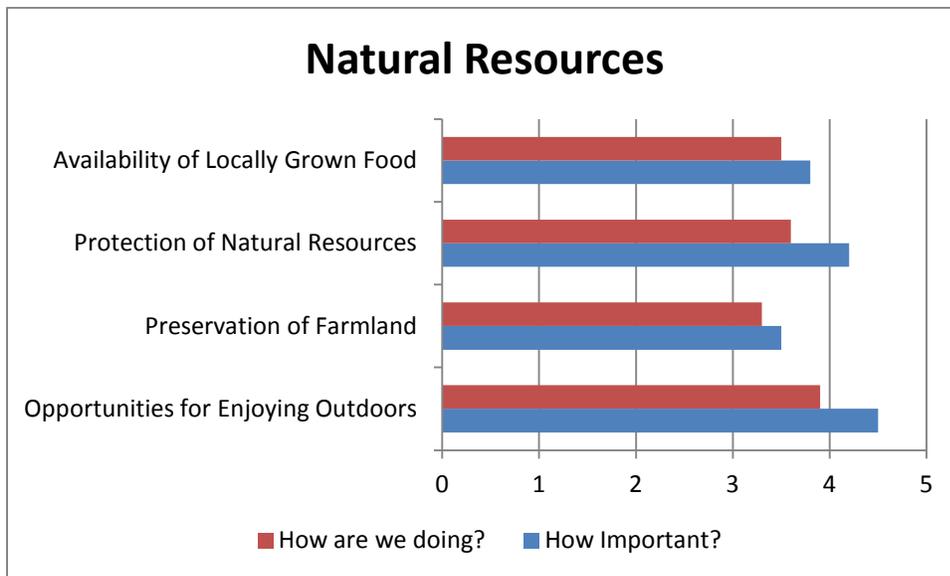
How are Lincoln and Lancaster County doing?

Issue and Score	1. (Very poorly)	2	3	4	5. (Very well)
Opportunity for Enjoying Outdoors	10	29	54	246	106
Preservation of Farmland	15	36	231	120	38
Protection of Natural Resources	7	42	136	202	50
Availability of Locally Grown Food	8	50	145	174	63

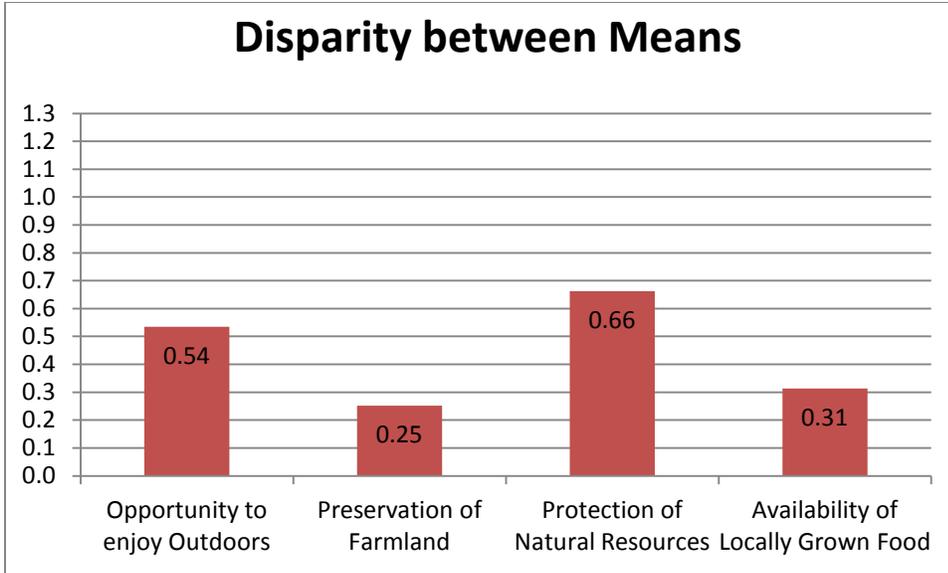
Responses to the two questions generally followed the pattern of the other topic areas with the “How important is it?” question showing a higher rating than the “How are we doing?” question. The preservation of farmland was one of the few issues in the report for which the response of 5 was lower than the response of 4 in answering the “How important is it?” question. However, even for this issue the importance was still higher than the performance response.

The disparity between the two responses was slightly lower for these issues when compared to issue in other topic areas. The preservation of agricultural land issue showed one of the smallest gaps in the report at 0.25 points.

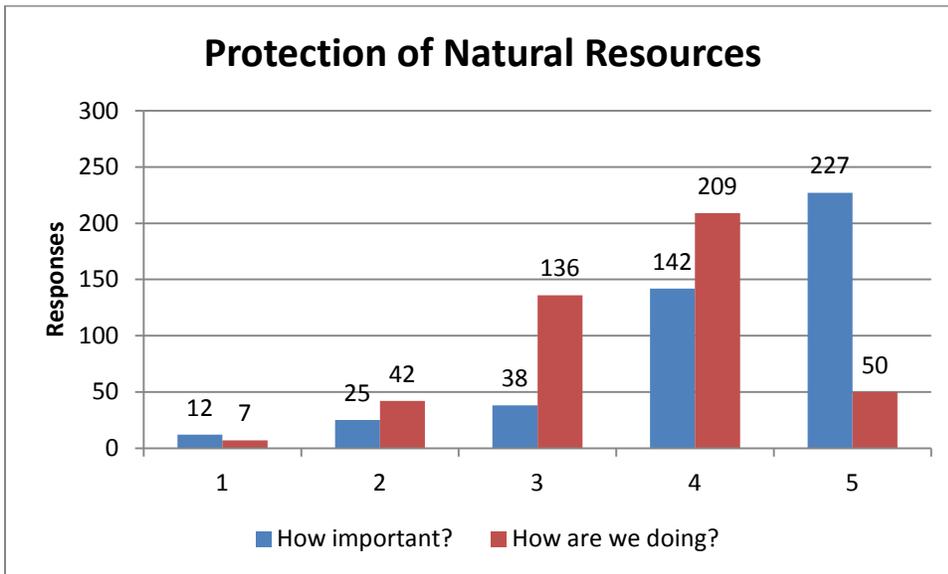
The following graph displays the two questions measured against one another for each of the issues.



The graph below displays the value of the disparity between the two responses for each issue.



The highest value disparity observed between responses was for the issue of protection of natural resources. These responses followed the typical pattern on a linear graph for the “How important is it?” responses and a curve for the “How are we doing?” The following graph displays the number of responses in each category for the issue of protection of natural resources.



75 write-in responses were received for the Natural Resources section of the survey. The responses to this section were varied; however local food was a popular topic, along with access to outdoor activities, the importance of the market’s role, and protection of natural resources. Other topics mentioned were park and golf course maintenance, preservation of agricultural land, streams and water quality, and native plants.

Of the responses, there were 81 comments made in general support. Local food was the leading topic with 37 responses in support, 13 of which specifically mentioned farmer’s markets and 3 mentioned

community gardens. Access to outdoor activities had 15 positive responses with respondents expressing approval of the available outdoor recreational facilities and areas. 7 individuals specifically expressed the desire for more parks, some for larger parks others for pocket parks. 11 responded in support of natural resource preservation with 7 desiring more protection and 2 specifically mentioning increased preservation of and use in landscaping of native plants. ^ people wanted to see more preservation of farmland while 3 felt water quality was an important issues, and 2 felt more efforts to educate the public on natural resource were needed.

24 responses were generally unsupportive of natural resource preservation. 11 of these responses were regarding local food, with 9 of them expressing the desire to see this issue be addressed through the open market rather than by local government. 9 responses were in regards to maintenance in public parks and golf course and how poorly it has been managed. Two felt natural resource preservation should not be a priority and 2 other felt agricultural land should not be preserved at the expense of development or job creation.

In general responses were supportive of natural resources, particularly local food and outdoor activity access. As in a few other topic areas, concerns regarding government involvement and investment of public dollars were also expressed.

Topic Area: Transportation and Mobility

One of the most important efforts in the comprehensive planning process is the update of the community's transportation and mobility plans. Transportation systems must be able to serve the uses on the land and the uses that are planned in the future. Transportation systems must also serve mobility needs of all in the community. Providing for the movement of people and goods throughout the community is one of the basic functions of the local government. Each mode of transportation (bicycle, walking, transit, and motor vehicles) is just as important as the others.

The following are the questions asked and the number of responses sorted by value for each.
How important are the following issues?

Issue and Score	1 (Lowest importance)	2	3	4	5 (Highest Importance)
Off-street trails	19	28	40	143	221
On-street bike lanes and routes	69	72	39	119	155
Transit Services	25	34	72	137	180
Sidewalk and Pedestrian Facilities	12	21	36	165	214
Traffic Congestion	19	18	46	148	217

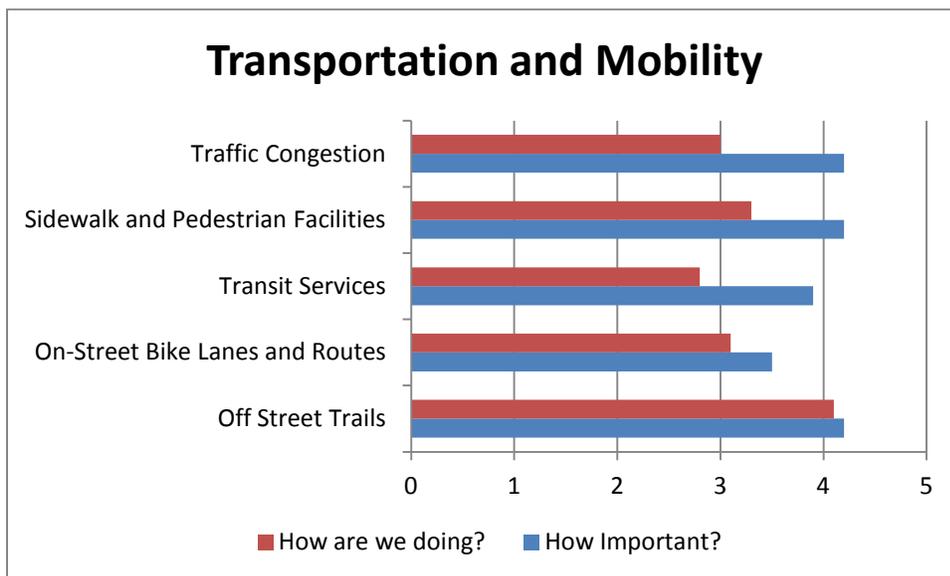
How are Lincoln and Lancaster County doing?

Issue and Score	1 (very poorly)	2	3	4	5 (very well)
Off-street trails	9	24	51	183	183
On-street bike lanes and routes	60	87	106	137	59
Transit Services	62	111	138	113	25
Sidewalk and Pedestrian Facilities	22	81	118	177	50
Traffic Congestion	63	99	110	137	36

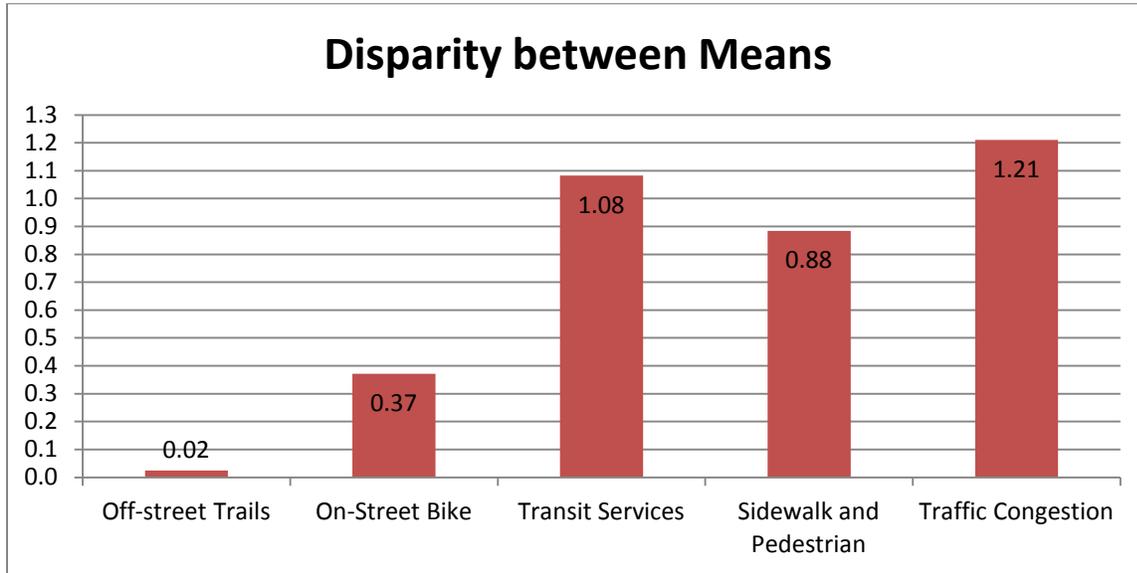
The Transportation and Mobility topic area saw the same basic pattern seen in other areas – answers to the “How important is it?” question were higher than answers to the “How are we doing?” question. Of all issues in the survey, that of off-street trails had ratings of “How important is it?” and “How are we doing?” that had the smallest disparity (0.02 points). This can be interpreted to mean the off-street trails are meeting the expectations of the respondents to this survey. This topic area also saw the largest disparity on any single issue in this report. Traffic congestion saw a very large disparity between the perceived importance and the performance. Transit Services was not very far behind.

This topic area also showed one of the most polarizing topics – on-street bike lanes and routes. This topic had strong response in the positive and negative areas with lower response in the neutral when asked how important this issue was. According to the text responses, there is even some disagreement among those who generally support cycling as to whether or not separated or designated lanes are desirable.

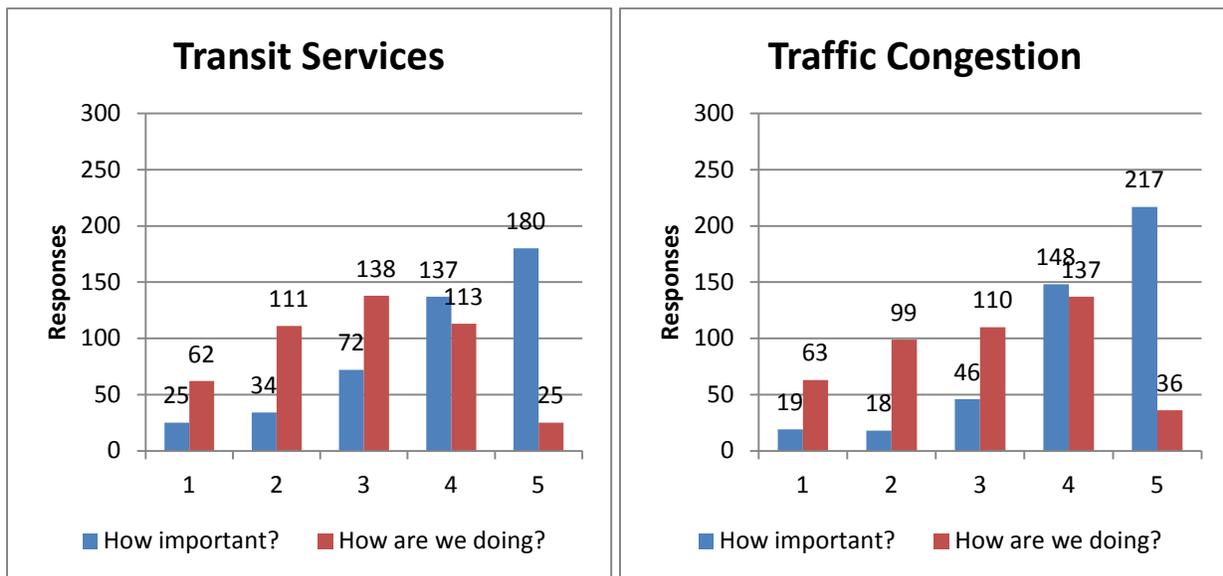
The following graph shows the score for the two questions compared to one another for each of the issues.



The graph below shows the difference between the average response to the “How important is it?” question as compared to the “How are we doing?” question.



The two largest areas of disparity are shown below in the transit services and traffic congestion graphs.



147 write-in comments were received responding to the Transportation and Mobility survey questions. The comments received were diverse and represent a range of viewpoints on numerous topics. The major topic areas that were discussed include bicycle infrastructure, pedestrian infrastructure, vehicular congestion, public transit and trails.

Of these areas, there was an occurrence of 40 opinions generally in support of more and better bicycle infrastructure, 31 generally in support of more and better public transit, 19 generally in support of current vehicular congestion management practices, 14 in support of more and better pedestrian

infrastructure and 13 in support of more and better trails. Further, there were lower frequency comments in support of the use of concrete, increased number of taxis, introduction of a tram/trolley line, more parking, the South Beltway and better road maintenance.

In addition, there was an occurrence of 31 opinions generally stating that current vehicular congestion is a problem, 19 stating that traffic light timing is a problem and 14 stating that the design of the current bike lanes downtown is a problem. There was also a lower frequency of comments identifying the following problem areas: parking prices too low downtown, parking prices too high downtown, a lack of downtown parking, too much downtown parking, lack of a bike connection on 14th, lack of an Air Park bike path and downtown traffic flow.

Following a review of these comments, there are two major connections that should be noted. First, there is general support for more and improved bicycle infrastructure, particularly downtown. However, there is concern with the current design of the downtown bike lanes as people feel they are unsafe. There seems to be support to relocate the existing bike lanes to the edges of the roadway. Second, there is a general concern regarding the amount of vehicular congestion throughout Lincoln. Many respondents with this concern felt that traffic light timing is the primary issue to be addressed to alleviate this congestion.

Topic Area: General Impressions

One additional write in opportunity was offered to respondents at the end of the first section of the survey. Respondents were asked to share their "Impression of whether Lincoln and Lancaster County are meeting your expectations of a great place to live." A summary of responses is included below, with the full text included in appendix A.

120 write-in responses were received for the Impressions section of the survey. The dominant topic areas in this section include: many respondents indicated that they are happy with Lincoln in general and the direction it is going, public transit, property taxes, downtown, bike infrastructure, congestion, regulations, attracting young professionals and road maintenance.

Of the respondents, there were 42 occurrences indicating they were generally happy with Lincoln and the direction it is heading, 7 occurrences indicating support for more and better public transit, 6 occurrences supporting current development downtown, 5 occurrences supporting more and better bike infrastructure, 3 occurrences supporting efforts to attract more young professionals and 3 occurrences supporting more taxes in order to maintain and increase the current level of services in Lincoln. Other areas of support which occurred at lower frequencies included support for more senior services, libraries, pedestrian infrastructure, infill and redevelopment, increased public safety, community agriculture and parks.

Problems were identified in several areas including 6 occurrences stating that property taxes are too high, 4 occurrences indicating that too much attention is being spent on downtown or that it is not a pleasant place to be, 4 occurrences indicated that overall congestion is a problem, 4 occurrences indicating that there are too many regulations and 3 occurrences indicating that road maintenance is a

problem. Other problem areas which occurred at lower frequencies were too few jobs, big box developments and the bike lane design downtown.

Following a review of the comments, respondents seem to generally be happy with Lincoln and the direction it is going. The level of taxation, particularly property taxes was mentioned throughout the comment section with support for lowered taxes while some comments supported higher taxes as long as they are balanced with current facility maintenance and/or increased levels of service. It appears that respondents are most willing to support public transit, bike infrastructure and reduced levels of vehicular congestion. There was also a general theme which identified the need for better paying jobs. Suggestions in this area included attracting young professionals, supporting entrepreneurship, reducing taxes as well as supporting infrastructure desired by those young professionals and companies which need them.

Planning Department Contact

Respondents were also asked whether or not they have had previous contact with the Planning Department. 263 respondents indicated some sort of contact with the Planning Department, 165 indicated no prior contact, and 10 did not respond. Of those who indicate contact the following forms of contacted were cited:

Applicant, land owner, or developer of a property	70
Attend open house or other meeting hosted by Planning	159
Attend Planning Commission or other board meeting	107
Called or visited Planning Department	141
Have received a notification of zoning action in mail	80
Visit Planning Dept. website or read printed material from Planning	144
Planning staff spoke at neighborhood, professional group or other meeting	88
Member of group or board that has contact with Planning	78
City, County or State employee who has contact with Planning	36

Respondents were asked to rate their response to the following statement from 1 to 5 with 1 being strongly disagree and 5 being strongly agree.

The person I spoke to was able to explain the issues to me in a clear and understandable way.

Avg. Score 4.1 Somewhat agree

The person I spoke to was able to answer my questions or find the information I needed.

Avg. Score 4.1 Somewhat agree

I felt my concerns were heard and taken into consideration.

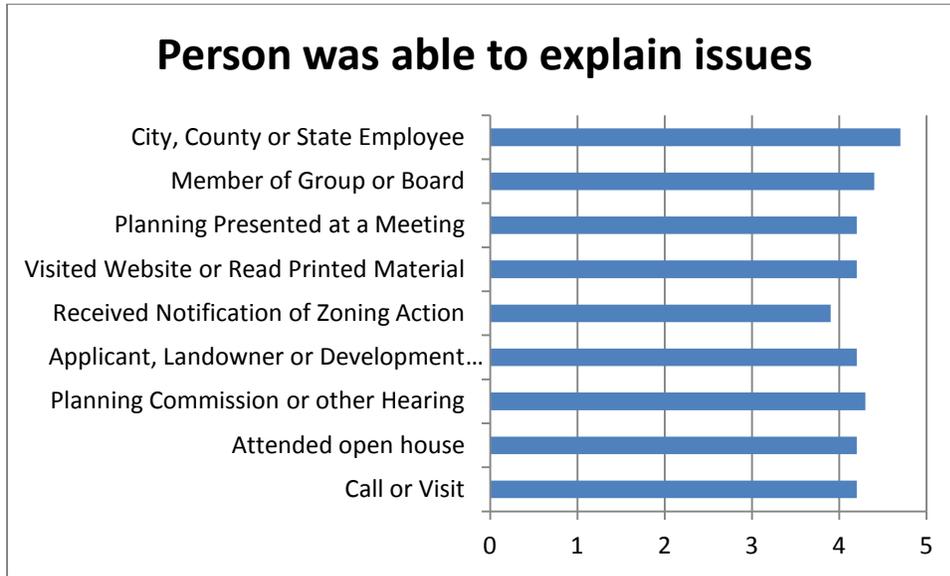
Avg. Score 3.7 Somewhat agree

The information I received was understandable.

Avg. Score 4.1 Somewhat agree

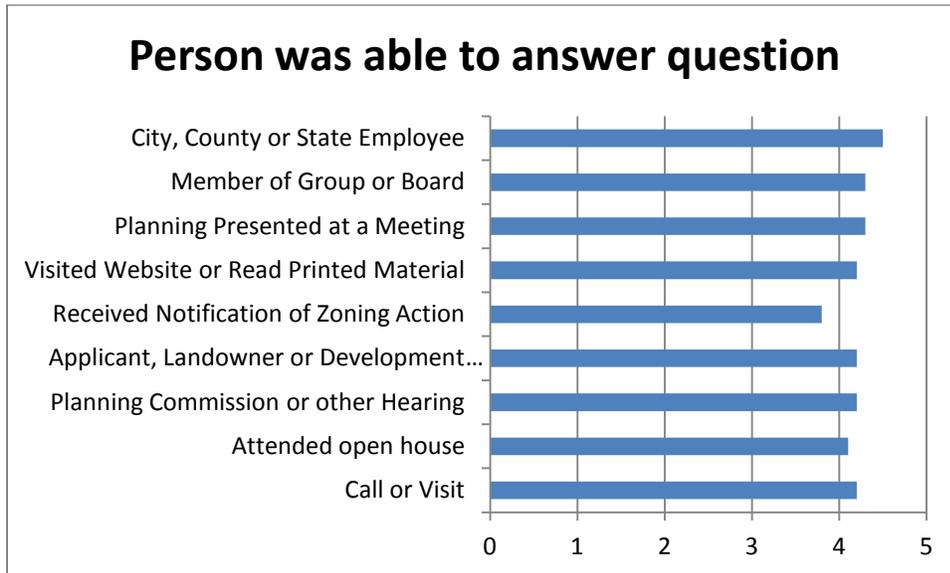
In addition, responses were classified according to the form of contact listed above. Many respondents had multiple forms of contact and so their responses are counted in each contact form category below.

Question 1



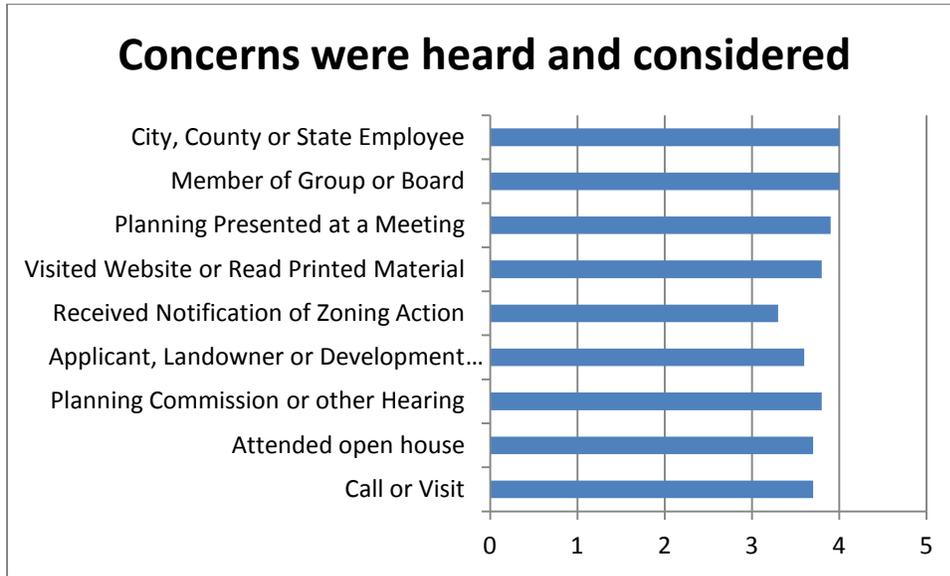
Respondent who identified as City, County or State employees had the highest average score, while those who received notification in the mail were the lowest. This may be due to some of those who received notifications not have had any further contact and so indicating a neutral response.

Question 2:



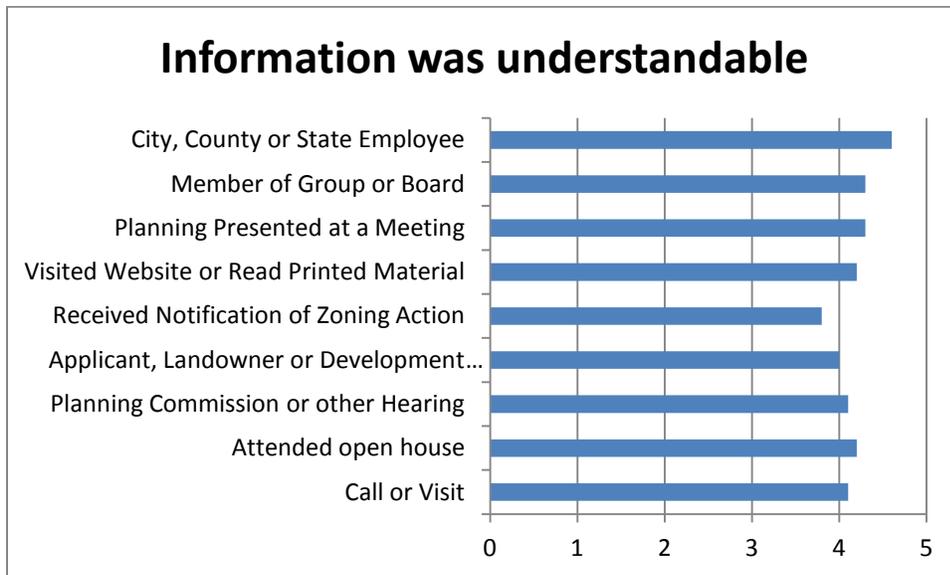
Similar to Question 1 above. Again, the low score from those who received notification may be due to neutral responses. Other categories scored “somewhat agree” or better.

Question 3:



This was the lowest scoring question of the 4 across the board. Those who received notification again scored this question the lowest, while members of groups or boards with Planning contact and City, County, and State employees with Planning Contact scored this question the highest.

Question 4:



The same basic pattern is seen in this question. Those who received notification of zoning action in the mail again had the lowest score while the City, County and State Employees had the highest score.

Overall, the scores received on these four questions were relatively positive. It is not surprising that City, County and State employees would have had the highest score since the amount of time spent in contact with the Planning Department and the knowledge from their positions would make

comprehension of complex Planning projects and issues easier. It is also not surprising that those who received notifications in the mail may not feel they had the best service if they did not also follow up with a phone call or internet research to find more information.

Consideration of Concerns (question 3) had the lowest score for every subgroup of respondents. There may be some actions the Planning Department could take to reassure those who have concerns that they are being heard. This could be as simple as active listening during conversations, taking notes while someone is expressing their concerns at meetings and open houses, or including some mention of concerns expressed at Planning Commission hearings. It is important for further public participation that people understand their thoughts and opinions are important and appreciated in the process.

Planning Assessment Survey

Appendix A

Please share any comments you have regarding land use patterns and development.

It's time to think about refurbishing and updating existing infrastructure as well as repurposing buildings in addition or in lieu of just building new stuff.

Smarter in-fill design, rather than sprawl, should be a priority. Our region benefits from both urban and natural/agricultural areas.

I'm not very studied on these issues but generally think Lincoln has a nice balance of open spaces and isn't overdeveloped, as well as considers preserving natural areas. I'd hope we can keep it that way.

Green spaces are SUPER important for the mental and physical health of a population. Please keep them natural and spacious.

More green spaces, walking, and cycling should be made more of a priority. Redevelopment of old buildings and areas would be better than to develop new areas. Preserve more riparian areas to help integrate wildlife with the city and to break up the monotony of the urban landscape. A city that avoids so much traffic congestion and car use would be wonderful.

Lincoln seems to have a nice balance as far as I experience it.

Developments, including public (schools) use expansive tracts of land with less public revenue generated per acre than there should be. This expansive (less dense) use demands public infrastructure (streets, water, sewer, electricity, transit, etc.) at a higher cost per acre than a denser more sustainable land development.

Too many times special interests or certain people get lots of breaks. System is unfair and not administered in the same way to all people.

Balance slow outward growth with revitalization of the existing urban core. Newer developments should be more like Fallbrook- pedestrian oriented with some routine errands (e.g., groceries) within walking distance of the residence.

Wish you wouldn't have caved in to home builders & developers demands on making future development less dense than proposed when the public was in favor of more dense development (Plan 2040)... Lincoln should aim for smart growth and not be another Omaha or LA.

I feel that we need to preserve the Natural Areas but let's not confuse that with park land. We have seen a situation recently that because of budget restraints the city cannot afford to maintain or improve park land. The point is that we can preserve natural areas but keep the maintenance in the hands of the developer or HOA. How do you control or balance urban sprawl? The taking of ag land for housing, good luck.

We have a planning department? Would not appear so over the last decade.

I think parking lots are generally too big, but especially downtown. That reality may not actually be something that is within this particular entity's control, but overall I feel that there are parking lots or empty concrete areas that exist solely for the eight weeks of the year that there are football games in Lincoln. I could be wrong about this--I'm sure there are studies and intelligent people designing parking lots who understand how many spots are needed for the number of people working nearby--but since the survey asks me what I think, that's what I think!

Efficient use of available land is a great ideal but the city must balance land use planning with citizen property rights and make sure to preserve ag land and natural areas in a way which does not inhibit business development. I don't see a reason for the city to work at preserving agricultural land. Farmers and people in the Ag industry will make sure they have enough and suitable quality land to carry out their business. The city does not need to give them special incentives to cultivate their own land or keep it as a farm - if it makes more economic sense to sell the land for non agricultural purposes then there must not be a need for agricultural land.

Keep a wide green corridor around the hiking/biking trails. Allow shelter belts to grow around developments in both residential and commercial areas. Include more green "commons" areas in neighborhoods or bigger yards around houses. Apartment complexes are too big, too high, and have no trees, yards, or shelter belts. Commercial buildings are being built too close to the streets. The overall impression is that Lincoln is becoming more urban, more paved, less treed and less green.

Anything done must be bicycle friendly. I was promised the arena development would be but have seen zero info on this. If it is not, my vote will be carefully considered on all future projects.

Too much sprawl -- not enough in-fill. I vote for density over sprawl. Parks often in poor repair and give cars & drivers priority over cyclists and pedestrians. Provide cycling and walking options for all new developments. Should be able to bicycle safely to every park in the city.

Ag development procedures need to be updated, you need a current well test to assure that there is adequate water for the new homeowner and existing neighbors. Submitting an old test from the 70's or 80's in no way compares to today's water usage. Lack of water availability is in the forefront of the news today but we continue to allow 3 acre developments with no infrastructure support. You should not be allowed to get an AGR zoning change without a plat being submitted. Allowing homes to be crammed on an existing homestead looks mismatched & would not be allowed in the city limits as it looks out of place.

I was very disappointed that the issue on buying future park land for the expanding city didn't pass (I guess an arena for a few people is more important than a park for everyone these days). I am pleased to see that the city is getting away from mowing every acre and has gone to natural grasses in some places. Also seem to recall that there is some consideration of allowing more community gardening. If not, there should be as it seems reasonable to do so. I understand the concern for building up high tax value commercial areas but would also hope that more attention is paid to some of the residential blighted areas. That and taking landowners to task for not keeping up their properties. Maybe some of those should be taken by eminent domain and changed into mini-park or community garden areas if they can't be brought up to speed otherwise.

I do NOT feel just because there is standing water in a field the government should be able to come onto private property and declare it to be a watershed area and take that away from a farmer to use as he sees fit.

Lincoln's preservation of natural areas through park systems (such as Wilderness and Pioneers) makes it great to live here. The biggest area for improvement in Lincoln according to my experiences living in other communities is developing the downtown. People who live near the downtown area have to drive out to the edges of town to have options for grocery shopping and buying other goods and services. Finding a way to revitalize the downtown and draw businesses back to this area would make Lincoln more pedestrian friendly, environmentally responsible, and vibrant.

The current plan seems to discourage growth, will eventually raise taxes and cause people to live in nearby communities and still work in and around Lincoln. I would like to see infrastructure for growth looked at and prioritized rather than being avoided. I don't disapprove of growth in the core, but feel all options should be available for the individual families to decide what is best for them. Public safety, responsible development and construction is still important, but growth serves everyone and allows us to enjoy our libraries, parks, pools, etc. What are our 10-30 plans for water, sewage, etc. are we buying the necessary land before it is developed? We need to be responsible and educate the public about our resources, but should a drought stop us in our tracks? If it does, there has been a lack of planning involved. City/State is run fairly well, but there is always room for improvements. Thank you for looking & asking!

I don't like sprawl, but it seems we've been doing better at avoiding that.

Too much urban sprawl.

Sometimes the preservation of natural land takes priority over the use of the land.

I think there is still considerable room for improvement in the area of City support for development of unimproved and blighted land within the city limits, and particularly blighted/unimproved land within the Downtown and Haymarket vicinities.

growing is good, but not sprawling. We better to have an efficient and effective city size.

We need more compact development. To achieve this, we need more infill development in the City's core, as well as an initiative to rid core neighborhoods of dilapidated housing that was built to only last 20 years. It would be a good idea to increase standards for newly built residential multi-units so that the building life is longer than 20 years, and that preservation efforts for existing, quality housing are supported. Through more compact development, we will reduce City infrastructure construction and maintenance costs over the long term, while reducing the encroachment of the city upon vital agricultural lands. Compact development with well-maintained green areas will improve the quality of urban life and make it more cost-effective to expand and enhance our public transit system. We should utilize TIF to improve streets, sewers, lighting etc. to improve core neighborhoods. I love that the City is committed to the Prairie Corridor on Haines Branch and related projects.

I have no idea how Lincoln and Lancaster County are doing

Allowing Wal-Mart to build a 130 000 square foot Super Center IN a residential neighborhood is a complete failure on the part of both the planning department and every other city/county agency that touched this project. I don't blame Wal-Mart on bit, I squarely place the blame on Mr. Kraut and the rest of the planning department for making what they had to know was a bad decision, then when confronted by hundreds of residents about this desicion they refused to address ANY of our concerns.

Foster continued development in Stevens Creek - our strongest growth potential is to the east (toward Omaha).

I wish we could be more forward thinking regarding street improvements but I understand the budget

Lincoln has many wonderful parks and they are greatly appreciated but are not well taken care of.

No opinion on the above

Optimal utilization of prime land is important, particularly in the core parts of the city.

A number of years ago I served on the Stevens Creek Comprehensive Development Plan. All of us were very supportive of our proposed plan. When it was sent to the Lincoln-Lancaster Co. Councils for implimentation, the plan was not implimented. We recommended that the Steven's Creek to be developed as comprehensive 'stand-alone neighborhood developments'. We did not want more of Lincoln 'coming over the horizon'. As a residence of Steven's Creek, all we see is more of Lincoln 'coming over the horizon'. There appears to be the same development of unconnected strip mauls businesses and housing developments with no leisure time/recreation space. There is little recognition given to the development of neighborhoods.

in wet lands in 27th superior they should have let it stay and not have developement for the wild life.

Parks, Trails and natural areas are essential to the sense of connection and harmony with nature and natural areas. Design of buildings and home areas need to best reflect the connections to quality of life and efficiency of

A lot of urban sprawl due to relaxing to many agricultural development rules. Businesses are springing up in agricultural properties too much.

For the Dedication of Parks, in new land subdivisions, the subdivider shall be required to form a home owners association, collect fees from the property owners in said subdivision to maintain the park to city code and issue to the city an easement for any utilities, to the public use, and the subdivider to retain all liability.

There is much to much expansion to the East and to the South without adequate access to suitable movement of traffic. We have been hearing about the South and East bypass for 20 years but no noticable progress is being made to put this to fruition. NOthing was done when movement south was rampant, with the only "good" thing about that being the recession. Now the East is being allowed to follow the same path. DO something about Lincoln "sprawls " which to me is not an efficient use of available land. There are very few population-dense areas that also have services.

The City needs to develop in the most efficient way possible. We need to make the most of the infrastructure that we build an do a better job of maintain ing our roadway system.

You never really hear anything about this issue.

While Lincoln remains much better than many U.S. cities, I hate the see the increase in urban sprawl and suburbs with a design that tends to isolate people from their neighbors.

increasing density in the core neighborhoods needs to stop

Our land should be used environmentally sustainably. Urban areas should be well-planned, efficient, and compact (no sprawl). Rural areas shouldn't be filled with mono-culture crops doused with petroleum-based sprays. Diverse, native wildlife and small-scale, local agriculture should fill our rural areas. I know that Lincoln / Lancaster County is working towards at least some of those goals as part of LPlan2040 (bike corridor, etc), which makes me really excited.

The proposed new ice rink should not be located in Lincoln's downtown floodplain. This will add a foot of water over 35 acres of the Haymarket and South Bottoms Historic District when we reach flood stage on Salt Creek.

Loved to see the more natural ideas in the parks when mowing was reduced. Also liked that the grasses filtered the waterways thru those areas. Would like to see more areas planted with natural types of grasses/wildflowers to promote birds/bees, etc.

Residential land use in the city is pretty efficient, but commercial development not as much with lots of one story buildings and lots of parking. The county has too many exceptions to what would otherwise be pretty efficient regulations.

Given the amount of existing open, available commercial space, I am continually puzzled that we must build even more.

The Hwy 77 bypass is a very efficient way of moving from I-80 to southern Lincoln, but it certainly cut up many farms and made their land less useful. The proposed south bypass will do the same--rather than widening existing roads to make them one-ways south/west and north/east. Having such roads a mile apart would not be unmanageable. Preservation of natural areas is very good--such as Wilderness Park and the bike paths. Efforts should be made to persuade contractors to set aside parts of each development as a natural/wildlife area. Even in the city, we need to preserve natural habitat for various creatures.

I'd like to curtail urban sprawl, and encourage more development in the already built-up parts of the city. Many older neighborhoods have deteriorating structures than can be demolished and replaced by new ones, helping to revitalize the core of the city.

I think that realistic agricultural land values and locations should be used to establish zoning criteria. I think that the concepts of industrial parks and commercial areas need to be developed to make them available to but not intrude into residential areas. Residential zoning may need to be revised to permit variation, for example, in set back and building separations. The issue of residential blight probably needs guidelines for adequate control and or enforcement. Bob Mitchell (3 – 15 – 2013)

I think that realistic agricultural land values and locations should be used to establish zoning criteria. I think that the concepts of industrial parks and commercial areas need to be developed to make them available to but not intrude into residential areas. Residential zoning may need to be revised to permit variation, for example, in set back and building separations. The issue of residential blight probably needs guidelines for adequate control and or enforcement. Bob Mitchell (3 – 15 – 2013)

Stop wasting money and resources on the Salt Creek Tiger Beetle and other so called rare creatures. They do absolutely no good for the human race.

Developers should preserve the existing natural areas onsite and work them into the design of the development. Too often, they add amenities (water features and trees) after they have destroyed the landscape.

There seems to be too much reusable space within existing neighborhoods to develop before extending to the suburbs and having to put in infrastructure and add to city services such as police and fire. Redevelopment makes more sense rather than extending out into the county.

Lincoln/Lancaster county need to facilitate more expansion on the edges of city limits and do better of planning and developing street systems outside of city limits to provide for future expansion.

Sell city property that is idle and/or not generating income. Reinvest in infrasture and streets.

Care should be taken when looking at developing outside current city boundaries without first identifying how infrastructure will be provided and paid for. Impact fees were voted in but now our leaders are not willing to use this funding source as intended.

The city seems to create more park land than it can afford to maintain. When the Sunken Gardens needed to be refurbished the city couldn't afford to do it and had to raise donations. The new park along Antelope Creek also is being funded by private donations. Until the city can afford to handle what it already has I think that it should forgo adding new "natural areas".

Lincoln lacks a large industrial section to attract future employers. We spend too much money on making the city beautiful instead of attractive to larger corporations. One difference between Lincoln and Omaha is that Lincoln lacks a Fortune 500 company. What is the opposite of growth?

Lincoln has plenty of room to grow and develop on the outskirts of town. The concerted effort to "do it downtown" while laudable for a time is frankly, now overdone. There is no reason why available land shouldn't be utilized on the edges of town for natural growth and development especially as a city that purports itself as one that wants to "be business friendly." Additionally land prices, rents go up in the core neighborhoods when too much new development happens which actually is detrimental to the poor and disenfranchised. Lincoln has a good mix now but it is starting to tip too far in the direction of core neighborhood development and "in-fill" within the city limits. Time to re-balance and let outskirts development continue. Government's role in this area should be very limited and only asserted when a compelling interest is there, not a trumped up one or one that is lobbied the hardest for (ala the Downtown Lincoln Association) asserting disproportion and undue influence.

Review of all zoning would be good-just to keep things like what happened on S27th from happening in the future-- and East on Old Cheney.

Elected City leaders need to be on record as being for or against growth, by voting on a growth plan that has solid timelines and just not a piece of paper.

The city can not have it both ways. To limit urban sprawl but also try and limit land use requires zero growth. That is the wrong direction for a strong vibrant city.

Planning makes unsustainable policies. Such as infill - however all a neighborhood has to do is complain and then Planning turns against the developer/builder. Existing policies don't encourage new building types, parking, lighting, signs, or size of new buildings

There is still a lot of room for development and preservation of natural areas can still be done within these limits too.

We need the city to allow expansion to allow for affordable housing

Preserving Wilderness and creating parks that are preserved spaces is very important and somewhat well done by the city but Wilderness Park is a citizen run project so less impressive for the city.

The three Land Use topics are not defined. Each could mean several different things. Therefore, any use of this survey to make a determination of what the citizens want is null and void.

We need to make sure we preserve park space. We also need to plan for non-motorized traffic for those who can't or don't want to drive. We need to plan for bike routes and pedestrian traffic in new developments and retrofit some neighborhoods that neglected these issues.

I would encourage the city of Lincoln to continue expending its current limits.

Lincoln is surrounded by rich farmland that previously didn't need irrigation. Lincoln is too interested in growth & should be more concerned w/ what incentives would keep people in town rather than wasting good farmland w/ acreages.

Efficiency is market driven. If it is government or central planning driven, it is not done efficiently.

I would like to see Lincoln develop east. We have grown in every direction but east.

I have noticed farms in town. That is odd. 33rd street from cornhusker to Superior is a somewhat large area of land and it seems that the city has not utilized it at all. Not to mention if 33rd went all the way north it could ease some of the traffic on 27th, 48th. making half the city's lives a little less stressful.

I believe the concentric growth of Lincoln is a huge positive for our community and I support that policy.

"Efficient Use of Available Land" means to me that the land owner has primary control over how his land should best be used! Preservation of Agricultural Land and Natural Areas should not be dictated by government to the detriment of economic growth of the community.

We are in a rural setting that a majority of our residents want to live in a single family dwelling. This requires the mix of land uses to accommodate those choosing to live in the core with those who moved to a rural area of the US to have their own type of castle with a piece of land.

you keep filling in wetlands

We live in an area that is very land abundant. We need to put resources into effecient structures and not land

I answered the second question all neutrals because you didn't have an option for "The city should butt out and let land owners and businesses and the market decide how land gets used." As for the first question, I'm fine with the parks we have, we don't need the city doing a bunch of this stuff. For farms, there's always going to be farms around, it's freaking Nebraska. As for efficiency, the city is the ABSOLUTE LAST people that should be trying to tell others how to do things "efficiently".

It is important to preserve natural areas so that people can get out in them to relax, picnic, hike and deepen their relationship with Jesus.

Are you asking if you can conscript private land for government use? Just compensation is required and must be for a very important civic reason. Crowding people into the center core is not only bad environmental policy but is silly owing to the vast land we have been blessed with. The decisions for the above rest with the decisions of the persons owning the property.

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Maintaining property values in existing residential areas is very important, which means being smart about what commercial or other development is permitted in residential areas.

I am concerned about outside influences over land use effecting our decisions. We need balance and growth and must be careful not to be driven by others' agendas. Thank you for not yet joining the Agenda 21 group as Omaha has done... I am not completely opposed to their goals but want to be certain to maintain LOCAL control and not cede it to others. Thanks! You have a tough job and I appreciate your hard work.

Too much being set aside for wilderness/prairie/habitat and interfering with the housing and commercial development.

The City and LPS are incentivizing urban sprawl. Need to have developers pay their fair share when they are spreading out our services. Provide incentives for redevelopment in older areas. The voice of the homebuilders and developers has historically won out over community interests.

Creating a new park in the NW of Lincoln is finishing the choke chain to prevent development for all.

I wish the interstate had not been built north of town encroaching on salt marsh habitat. I hate the 27th Street interchange and hope development can be slowed on the north side of town. I love the older neighborhoods in town.

I don't quite understand the idea of tearing down every building on a site to put up a new one. I understand it is the sellers option, and most of the chains want their own footprint, but really? Tearing down perfectly good solid buildings. I also don't understand the need for all of the CVS stores going in while we already have an abundance of Walgreens and CVS. Worry too much about big box stores, when I feel we are being invaded by these others and all they employee are many part time people without benefits. Not sure how that helps Lincoln

Would like to see more established green spaces available for public use and enjoyment.

It seems as if Lincoln is in an eternal sprawl, especially to the south. Other than the Haines Branch right of way which will be protected and made into a path, I'm not aware of plans to preserve natural areas in that direction, or any.

I think that the sprawling of our city creates problems with transportation and especially with an increase in fossil-fuels use.

I would like to see more investment in urban areas prior to building on the city edges.

you must not have spellcheck...

would be good to move toward conservation design of new developments with the next comprehensive plan

Eliminate density caps and height limitations on newly developing areas to encourage efficient use of infrastructure. Reduce parking requirements(developers/tenants/buyers will require sufficient parking to be competitive and efficient).

Lincoln has a number of great parks and golf courses. It is important not only to preserve and fund maintenance for those treasures but to plan for future parks out along the perimeter of the city and consider land acquisition or possibly promote social or planned giving to the current owners. Regardless, development will take the land if the City and County are not proactive.

The question is presented poorly. I think efficient use would be an interpreted response, without siceince and with bias. I wish tath land was less constricted in use.

Need to foster more in-fill and growth in City's core

Unfortunately it's still cheaper to develop a cornfield than to rehab a whole city block in the near downtown areas. Economic incentives should be in place to encourage the latter, so more young professionals will find near-downtown housing and other offerings attractive.

Lincoln codes most certainly seem to demand far excessive parking!, QUESTION:, If parking requirements aren't excessive, how on earth can so many box-stores have half of their parking lot consumed by nursery plants and related landscape stock for two months every year and not be short on parking?, ANSWER:, Parking IS excessive, but required by the City. Excessive parking lot pavements required by the City are probably the worst use of space possible!

I don't know enough about Lincoln/Lancaster Co's land use to form an opinion. I appreciate the park/green space within and around the city. I strongly dislike the fact that the Bison trail is closed at the Van Dorn bridge. This prevents our family from biking to Pioneers. I like the more recent developments, and preserving downtown and core areas of the city. I do not like the sprawling suburban areas that look very generic.

Anything that makes this already amazing city friendlier to pedestrians and those who forego altogether the use of an automobile is that which I heartily support.

It appears very easy to modify the Domprensive Plan and advance areas in later tiers to Tier1

Sustainable floodplain policies are extremely important. Protection of existing neighborhoods from street widening, ugly LES overhead lines and four corner development or encroachment of business districts should also be prioritized.

Stop developing for growth in Lincoln. Due to the loss of employment opportunities, retire leaving, high taxes, and high cost of university; people are leaving and are going to continue to leave Lincoln. I would have never thought i would live to see the day Grand Island is out pacing Lincoln. So sad.

I believe strongly in creating a greenbelt around the city. I think building roads further and further out is exactly the wrong course of action is actually fiscally irresponsible going forward. Nebraska is mostly agricultural land so we should invest our tax dollars in saving some green space around the current city limits and direct development inward in infill projects that serve the communities that already here. We could be a national example with some work!

Restoring existing neighborhoods would be much better than allowing for outward growth with new

I encourage more efforts for wise use of land use patterns to preserve natural areas, preservation of agricultural land and efficient use of available land.

Repeatedly I have heard from out-of-town visitors that they are shocked at the lack of public lands in general (outside of city parks). Wonderful project to do prairie greenspace corridor. The future will be different and it is critically important that plentiful agricultural lands and natural areas are here - we can't go wrong with prioritizing that for future generations in addition to ourselves.

We should have more land dedicated to flood control and retention.

There is suburban sprawl developing all over south Lincoln, while large areas of O street and other business areas in the middle of town are vacant. The building and planning seems to be development and business driven, rather than placing a priority on creating green spaces or addressing the character and quality of Lincoln.

I appreciate a remark our planning director made a couple of years ago that we have enough planned and plotted developments to last us for twelve years. Efforts to preserve the core of the city and balance our growth are appreciated.

Ag land is protected by acreage rules, however housing developments in ag land shouldn't be allowed outside the city limits.

Although the 2040 plan calls for infill of areas in the city, I do not see much happening.

"efficient use" could mean anything--like develop the heck out of every square inch which I do not think is smart. We need livable, walk-able neighborhoods, with shops schools and parks easily accessible.

Developers are soulless adherents to the profit motive. Fact. I was an attorney in private practice representing them. Trust me. Soulless.

"Preservation of Agicultural Land" (How embarrassing! I'd invest in another spelling verifier.) I think too much of the natural habitat for wildlife on Lincoln's outskirts is being developed into residential areas. Sections of former farmland are being sold off into residential packages, displacing deer, coyotes, and other inhabitants of the areas. Increased traffic because of these residential outcroppings is also a danger to these animals.

Overall and in general, I think Lincoln has done well in comparison to Omaha, Kearney, Grand Island and other sprawling communities in the state. I am encouraged to see more mixed use areas in new development. We need to be looking ahead realistically at the fact our old habits, dependent on abundant, cheap fossil fuel, will no longer be possible, if we have the sense to respond intelligently to mitigate climate change. We need to increase the proportion of park land in new developments. Important natural areas such as tallgrass prairie, streams and floodplain areas should not be developed, and they should be protected well in advance so developers know what to expect.

In combination with smart and efficient land use, sturdy native Nebraska trees are vital to beautification, appeal, recreation, and coolness of the city. Trees assist in cleaning the air and reduce CO2 emissions. If there are open grass easements along roadways, railways, parks, or streets that do not have trees growing, there would be value in planting of trees in these areas. Lincoln could have an even greater appeal to have an obvious and noticeable amount of trees planted. The city has done much work in planting trees, but I noticed last summer that many dried up. The trees outside Leon's Grocery on 30th and South street is an example. Perhaps there could be a more secure plan in place to see those trees are watered in their tender growth years.

I would like to see older homes renovated before Lincoln develops a lot of new neighborhoods. I would also like to see less and smaller acreages.

I feel that Lincoln is constantly expanding outwards and that we should be focused on building up rather than building out. I feel that the policy that no building shall be taller than the capitol is ridiculous and inhibits our ability to use available land efficiently and in a sustainable way. Because of this, we limit our ability to preserve natural areas and agricultural land by spreading ourselves too thin. By expanding outwardly, we also increase our dependence on oil by having to drive further and further to get to places of interest.

Allow people to buy, sell, develop, etc. land as they see fit. Outside of providing infrastructure, the city should not try to "craft" the city. Allow the free market to develop the city. Do not limit the growth of the city.

The expansion of urbanization into rural and natural areas is a problem, particularly for future generations.

I am pleased with the cooperation between the city and the LPSNRD on preserving natural areas

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!

If it wasn't for the university this city would fold!

Good very good

Would love to see older buildings downtown be used/updated rather than torn down (ie. Pershing)

Lincoln is beginning to resemble Any City USA with mindless sprawl over great distances. Covering those distances are more copies of banks restaurants and retailers already found all over the city.

Lots of parks - good for outdoor family activities

Please share any comments you have regarding downtown.

That bicycle lane in the middle of the street is a massive joke. If I wanted to be killed on my bike, that's where I would ride :-), I think college town in Iowa City had a better idea.....wider sidewalks with a bike lane built in it.

The bike lane should be a separate lane between the sidewalk and the automobile traffic lanes. Every other town in the US have it this way. In fact, Madison, WI had the nicest set up for cyclists. We should strive to match

I think that protected bike lanes will be a great improvement. Riding by myself downtown is great, and the access from my end of town is much better, but as a parent I'm anxious about having a child in a trailer in a traffic lane downtown. At the same time, I would love to take my daughter to story time at Bennet Martin/Indigo Bridge, the farmer's market, children's museum, etc., and I'm happiest doing it on my bike. It's her favorite way to get around, as well. I think that the bus serves into downtown have improved, but, of course they'd always be better if buses came more often. That's a chicken/egg problem, though.

If bike infrastructure development (i.e. protected bike lanes) continues, the city is on the right track. Continue making downtown walkable/bikeable, and it will benefit shopping and entertainment downtown. Consider a late night bus option, too.

I'm very interested in a vibrant downtown (and work downtown) and am confounded at how many people avoid downtown because they hate parking, etc. They're missing out! Regardless, I think recent Haymarket efforts as well as P Street corridor, Antelope Valley development and other work in the Malone neighborhood has been wonderful and I hope to see more. I would like to become a better bicycle commuter so I appreciate the previous work and future plans to improve bike lanes, streets, etc., in and around downtown. I've appreciated recent efforts to communicate bicycle plans to the community, as well. (I'm not as familiar with housing issues downtown; I think the recent UNL dorm construction can only help the rest of downtown,

We NEED a grocery store down here. Even a small one. Near the movie theater would probably put it central. Since I take the bus to and from work (downtown), it'd be nice to be able to pick something up without busing home, then getting in my car and driving to a store. The Haymarket bodega isn't big enough. Also, I love StarTran. Good job with that.

Bicycle paths don't pass by businesses, they are all next to industrial portions of the city. If we are to have real bicycle infrastructure we need to be able to easily utilize them on developed roads and paths to go to major shopping centers. And it needs to be remembered that families will be using these routes, they must be safe. Speed limits are high, and motorist awareness is low. I cycle daily throughout the city and while I enjoy the paths, my wife doesn't feel the same. Lincoln is a city that is totally addicted to cars, it would be wonderful to see more dedicated bike lanes and shared road lanes so that the city could be more accessible.

Improvements in enticing housing in downtown needs to be increased. There have been several "student" style" units added, but little on the higher end that would attract higher wage earners. While there is transit in downtown the City's (everyone but StarTran's/PW's) continued negative marketing, and cuts to service (headways) make it almost unusable as a resource for development and redevelopment--these decisions/attitudes need to change. Bicycle routes are minimal and specific streets are not the preferred routes for bicyclists. Minneapolis, Portland are a couple City's that have a pretty good bicycle system downtown.

Downtown will be much more bicycle friendly with the addition of protected bike lanes on N St. Strongly recommend that they be added on at least a few north-south downtown streets (e.g., 14th)

My wife owns a business downtown, this is a big deal to us. Downtown was dead for years, right now I really see it coming back but it will fall flat on its face unless we continue to promote it. I'm a year-round bicycle commuter, my wife would pedal to work in a second but once she gets into the downtown area bicycle friendly paths or the such are 100% absent. Lincoln is becoming a bigger and bigger bicycle community and an amazing job has been done all over the city and we really need to step up access in the downtown area. We also really need to try and get in more local businesses downtown, make downtown a true destination then you'll bring in people who live on the South side. Presently, South side shoppers DO NOT come downtown to shop. To put a finer point on it, we need to celebrate chain fast food less and get businesses in down there. Lincoln needs to plant some green downtown! native species grasses and trees.

It's all improving daily, except for the poor streets driving to downtown. Downtown streets are excellent now. Let's do more.

I would add: Availability of food downtown. I'm glad to see a grocery store in the works in Antelope Valley, because a grocery store is badly needed if people are going to live downtown and try to live car-free or car-lite lifestyles.

Downtown looks like a chop-block when it comes to pedestrian facilities... all kinds of different types/styles from all different decades - should be a little more uniform in most parts. Also, downtown should incorporate some kind of a greener public transportation system as a model for the city and then perhaps expand it to other parts from there.

We have a very independent society that values its automobile. That is a hard trend to change. I would like to see a revamp of the transit system in Lincoln and some effort by employers in the downtown area to offer some incentive to get their employees to use the transit system. We continue to build parking garages, is that the best use for lots in the downtown area. Maybe the city and community needs to look at parking areas that commuters could park and ride the bus downtown for work and entertainment like is done for football games. The addition of additional taxis was a great thing. I would like to see the city move the bicycle lanes over to the curb not in the auto lanes. Lincoln seems to have a very good core of private developers interested in development in the downtown area. The city needs to continue to promote that trend.

We just need more private development downtown. The complete lack of planning on the pershing site is also embarrassing.

Lincoln is doing well in growing the downtown area, especially in making it a more desirable place to live (I'm thinking particularly of the area near the Antelope Valley Project). This hopefully will lead to more shopping and services being located downtown or very nearby (I'm thinking particularly of a grocer in the DT area). The bus line could be simplified with busses that run constantly up and down the main north/south arterials and then along O street to and from the downtown area. That would lower the main barrier of entry--a perceived lack of understanding of routes and the difficulty in finding an appropriate one. Bicycle parking is adequate, but there is high demand for covered bicycle parking in many months of the year. It would be fantastic if just one or two parking stalls in the garages could be reserved with bike racks--especially as the new garages go up around the arena. If we don't want overcrowded parking or dramatic traffic snarls, provide a visible alternative.

pedestrian and bicycle facilities are important in downtown but the city must realize that Lincoln residents primarily commute by motor vehicle. They must still have the ability to park downtown - which is not easy. Some weekend nights even all the illegal parking is taken. Lack of parking even makes it harder to live downtown as residents, especially residents in older buildings have no where to park. I applaud the city's effort to make downtown bike accessible but the current facilities are terrible. Drivers downtown must cross bike lanes several times as a part of the road design, must turn in front of it, and people drive in the bike lane. Further, I would not ride my bike downtown because I KNOW it will get stolen. Even when I have used \$80 of locks on my bike the back tire was still stolen. If the city does attempt to put covered bike lanes in they must balance biker interests with business interests. Customers need cars to carry their purchases home.

The mix of housing in downtown is too heavy on low-income apartments, which contributes to a high crime rate and discourages people from buying and renovating or building homes and apartments there. Bus service in Lincoln is poorly used because all of the routes go downtown. Most people would rather go elsewhere. Also, they are hard to figure out because they wind through neighborhoods. A "grid pattern" with small, frequently-running buses running on routes that go either north-south or east-west on main streets would be more

I think we are on the verge of doing better for pedestrians, cyclists, and future residents. We have made some recent strides toward this with the P Street design, N Street bike lane, Civic Ventures, and encouraging projects that offer housing in their redevelopment mix. We are far from there, however, on a transit system that is appealing to the general public. The recent investment in areas like West Haymarket, Centennial Mall, and Antelope Valley will go a long way to encourage future reinvestment. The City and entities like DLA need to do a better job of helping to further this reinvestment effort.

Bicycles and cars don't mix well particularly when they share the same pavement and are required to cross over each other.

The city bureaucracy cannot be bigger than the forces of the market. The city has wasted countless dollars on public transit through the years. It will never be viable in Lincoln because of the mobility of the community. The cold reality is that those that need to use it don't impact the community in a positive manner. So if you stop subsidizing mass transit the net effect is savings tax payer money, there is no negative side. The same rational applies to affordable housing in downtown Lincoln. Affordable is a buzz word for subsidized or regulated.

I am thrilled with the progress the City of Lincoln has made the last 2 decades. We have had a succession of farsighted mayors and perseverance as well as dedicated city council and planning commission members. The new avenues of commerce in the City are tremendous to ensure future growth and economic prosperity.

Rid us of the bicycling problem through out Lincoln on the streets and roads. We have miles of bike trails but cyclist congest all of 14 th street north to south.

Seems to me that the cost of housing has gone up a lot in downtown Lincoln. I would hope there's more of a push to make downtown bicycle friendly.

Lincoln is a growing community. I really feel the thought of a vibrant 'downtown' is old school. UNL is really the only thing keeping downtown alive as we know it. Shopping downtown is for students. I don't know anyone who goes downtown to shop unless they are going there for another reason first and may just happen onto a store. Unless you work in the downtown area or are a student, downtown Lincoln has been dead for a very long time. The investment in the hay market area may bring some life back into the downtown area again. Time will tell. About the only time my wife and I go downtown is to see a movie or to the Lied Center. Parking is one of the reasons why going and spending time downtown is not reasonable. We can go to Gateway/Fairfield or whatever it's called now days and it is all enclosed and spend a nice afternoon in doors shopping where it is warm/dry/cool and parking is free. Parking should be free to all of downtown. It's paid for by the citizens! It's ours we paid for it.

All downtown has to offer are bars and restaurants, and while that is important, it does not denote "shopping and services". Mass transit in Lincoln is dismal, for many reasons.

The main focus for many years has been on the downtown and therefore these items are well established and a few would like to make them even more robust. I'm not sure affordable housing has to be located downtown, but maybe it already is depending upon the boundaries of the reference. Affordable housing needs to be available and accessible, but the location isn't as critical especially with a public transit system. Whether you drive a car, ride a bus, walk or ride a bike, access is important. The City and private industry offers lots and spaces to park cars, sidewalks to walk on, etc. I'm not in favor of mandates on businesses for bicycling or other recreational items. If a business benefits by catering to certain types of customers, then they will do so. Do not mandate everyone to have to serve the few. Choice exists for a reason and businesses will adapt to what the people are choosing. This doesn't require government regulation.

The current bike lanes are confusing, but I think it is important to encourage bicyclists. The key to a vibrant downtown will be housing, grocery stores, pharmacies, etc.

This is Lincoln not Austin, get rid of the bike lanes!

I don't think bike lanes are effective. They cause more confusion and danger than none at all.

There needs to be more than two bike lanes in the downtown area.

We need another basket to put eggs in. Let downtown make it or not on its own and start creating another entertainment area elsewhere.

I remain very strongly supportive of all VISION 2015 projects with one strong exception - P Street! City dollars spent expanding P Street retail efforts and trolley-car whatever. If P Street cannot take care of itself sandwiched directly between O Street and the University, then something is wrong with City spending to make it something that it inherently is not. Sure, a successful plaza would be nice, but let the private sector make P Street what it wants to be. With less controls, not more!

No transit service to downtown from the areas outside of Lincoln.

The housing condition sometimes not worth with the price. need more attention in markets demands related to the price and housing condition. Better off downtown housing will bring more people to moved in to the downtown.

Though I didn't rank everything very high, I do believe the transformation of downtown is remarkable. Private sector interest is now starting to take shape. Critical is addressing the infrastructure needs of surrounding core neighborhoods. Incentives for redevelopment of problem areas like that near Lincoln High are needed, as well as improvement of public transit, reintroducing a couple of anchor department stores within downtown, and a range of affordability for housing. Working to preserve existing quality housing in surrounding neighborhoods will lend more character to downtown. A priority for public transit is enhanced reliability of bus schedules, greater frequency of buses, and an expansion of service hours to encompass actual work schedules. Thank you for getting some decent cab service! Also, we need more air service with shuttles to and from the airport.

As an avid cyclist, and someone who commutes 26 miles round trip to work at least twice a week during the nice seasons I think the bike lanes in downtown Lincoln are a joke. No one uses them, and all they have done is take away traffic lanes, and cause confusion and multiple unsafe lane changes for drivers.

Disappointed that you chose downtown as setting for new arena. We don't have the infrastructure to support it. There is not enough parking and the existing streets can't handle the additional traffic.

Lincoln is missing the boat in failing to address the housing needs of young professionals, empty nesters and retired persons who would like to enjoy downtown living. There is too much focus on expensive student housing projects. We also need to consider the P and Q street trolley to help move people around downtown. We also need full service retail options in downtown Lincoln.

Down town is important to Lincolns overall health as a community. Surrounding smaller communities that can be absorbed by Lincoln in growth need to be allowed to keep their personality and should be supported and encouraged to update and improve services, sidewalks and streets

Bike lanes are horrible. Sidewalk cafes seem to reach into sidewalk areas too much.

I have no idea what "Pedestrian Facilities" means. If they exist, you need to do a better job of letting us know what they are.

Bus service is an ongoing issue as there need to be more flexible routes/schedules, but ridership would have to grow, and due to Lincoln sprawl, everyone drives. (We do not have a mass-transit culture here). The variety of housing is improving, though much of the new housing seems oriented toward those who can pay high rent. Bicycle facilities consist of two bike lanes.

I am suprised someone hasn't been seriously injured on the painted bicycle paths in the middle of the downtown streets.

Many of the shops that used to be in the downtown area have closed and moved to shopping malls outside the downtown area or have gone out of business. I really hate to see that kind of "spread" which I think forces people to drive much longer distances and is another factor in isolating people from each other.

To get more people riding the buses it seems to me there should be more express type bus routes to downtown from perhaps outlying parking areas/garages. Sure it's convenient to drive downtown and park for events, etc., but like football Saturday's perhaps for other large events downtown more public transit express busses should be offered to reduce traffic congestion, air pollution, etc.

along with transit services comes unwelcome transients who hover around the bus stops, especially, at S 11th St and N St. they loiter, panhandle and bother citizens. it's an eye sore, a safety issue and a nuisance, sending the wrong message to citizens and visitors about our great City. LPD says they aren't responsible to monitor it that the building management are and building management say they aren't responsible that the police are; therefore, nothing is done.

I ride to work downtown from the Near South. Not a big fan of the bike lanes on the bus routes. I've had too many close calls with buses.

Downtown is very important to me. I've made it a point to live close to downtown, but I'd love to live closer. Current housing prices seem too high to be realistic for me; however, hopefully some of that can be tempered by future development projects (such as low-income housing on "N" street along Antelope Valley). Public transit to and within downtown is poor in my opinion; buses don't come frequently enough to be practical for regular use. I would support increased taxes to make our bus system more robust. Bicycle facilities are also sub-par. There are currently no designated bike lanes within downtown (although I know that plans are currently in development to change that). Other than that, it seems like there are plenty of jobs and things to do in the downtown area, which is nice.

Most of the housing options in the downtown area are extremely overpriced for the young adult demographic that the city targets. Outside the perimeter of downtown there is an abundance of cheap tenement housing that the city should do more to improve upon if possible. There are not enough "Goldilocks" options; affordable yet in or near downtown and not tumbledown shacks. It is very important that the city of Lincoln continue to emphasize the growth and development of public transit and bicycle/pedestrian options city-wide, especially in the downtown area. I am so impressed with the progress that has been made, and I hope the momentum

The bicycle lanes in downtown traffic are unusable because they are too dangerous. They should be shifted to 15th street, and the current lanes returned to traffic.

The question is not clear. Who is Lincoln and Lancaster County? Is it the Mayor/City Council and/or County Board? Is it LIBA?

Would like to see safer biking in downtown on all streets plus available parking areas that are safe.

if I do not know I check neutral

Downtown should have it all and be it all for everyone as the heart of the city. The boost from the arena is almost unbelievable. It has been the stimulus for more development and redevelopment than most anyone could imagine, and it's only beginning. The efforts on the part of the City to assist with redevelopment and allow the use of TIF is a significant contributing factor in all this.

The sidewalks downtown are dangerously cramped with a maze of obstructions and obstacles--such as decorations, fixtures, trees and dining areas. With luck, you can thread your way through the maze without getting your butt run over by some moron on a bicycle.

I don't see any aggressive effort on the part of government groups to promote downtown employment beyond those in the food and entertainment sectors. There has been no push for a downtown shopping mall, anchor stores, medical/dental offices, etc. By promoting good traffic flow and easy/cheap parking, there is little incentive to take buses downtown. An exacting study of bus flow (in and out of downtown as well as various patterns across town) needs to be carried out with considerable opportunity for citizen input. It may be well to ASK thoughtful people to participate, rather than only ask for volunteers.

We need a grocery store downtown. This will help promote people to live downtown. I think the Haymarket development will enhance the central city, but we need wider range of retail than we have now.

I think that probably the major issue related to downtown is a matter of affordable and adequate parking facilities. I think that regarding entertainment in downtown the biggest problem is a lack of evening transportation. While I recognize the expense involved, the biggest impediment to shopping and services in downtown is the lack of availability, at reasonable cost, to the community that does not work downtown. This of course relates to both transit service and available parking. The development of the new arena and its supporting facilities, I think present us with a unique opportunity to revitalize the downtown area with regard to shopping and services, pedestrian facilities, and affordable housing. But this will represent a need for a whole new concept in transportation to and from area.

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I think our bike lane planning is prehistoric and just pretty dumb and wish there were more workable, usable plans. It's exciting to see the bike racks on the city buses.

By expanding out of the center of the city the center of town is suffering, and people have trouble getting to services they need.

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Housing options down town is lacking affordable units

Need bike garages and more bike racks

Housing in the downtown area seems to be geared toward the University. I considered a move down there to take advantage of the eating and entertainment opportunities, but cost, noise level, and poor public transportation discouraged it.

Need to make downtown Lincoln more friendly as far as parking, entertainment, and business friendly. The business owners and people who shop there are what make downtown Lincoln the premier spot in the county. Be friendly to businesses and downtown will thrive.

I think that too much emphasis is being made on bicycle and pedestrian facilities downtown. I don't think that a big pedestrian project on P Street at the expense of the streets is warranted.

Downtown is a hassle for everyone from visitors to Lincolnites. Lack of close proximity parking, dangerous bicycle paths in the downtown area, and general higher costs (parking, rent) to be downtown deter from it's allure. I've worked downtown and in the suburbs and I very much prefer the suburbs.

Don't screw up downtown traffic flow for bikes

Bike lanes in downtown Lincoln don't work and are not used by bicyclists & they don't follow the traffic laws.....NO MORE BIKE LANES IN DOWNTOWN & GET RID OF THE ONES YOU HAVE.

People will not go downtown to shop, dine etc., if traffic is at gridlock. Lincoln City leaders need to stop thinking like a small town when it comes to traffic. Would not hurt to over build a road once in awhile, such as in the Haymarket area. It would not seem to be overbuilt for very long.

We are a suburban culture trying to appease UNL - major employer. When will we learn that every dollar invested in downtown is a wasted dollar?

I understand the importance of bike lanes... in major cities. We are wasting parking space. My college aged daughter would like to live downtown, but housing is not affordable and not enough services. I feel like the city caters to the university and there's enough for them, but that's it. I stay away from downtown all together and will continue as long as it is the way it is.

Role of city government should be limited. Private business should be driving force

Again, the topics are not well defined. Each topic could mean several different things. I marked that the City is doing Very Poor on all the topics because this survey is so stupidly lame. The topics are not defined. Therefore, any rating given could turn out to mean the opposite of what is intended.

Parking, parking and more parking. What is the point of having businesses and entertainment downtown when you have a difficult time finding parking and what is there continues to get more expensive. I stay away from downtown for that very reason.

Why is there so much student housing going in downtown & west Haymarket when 25% of housing on UNL campus is vacant?

Bike lanes were a nice attempt, but not very safe, and are often bypassed for busy arterials. Is there bike parking and a connector to the Salt Creek levee trail to the new arena? Would 1-2 thousand bike commuters or arena/football goers work with downtown traffic? Not well, I think.

Again, let the market efficiently take care of these items. There is too much emphasis on walking and bicycles.

The current bike lane situation in DT Lincoln is very poorly designed. I'm honestly very surprised there haven't been more bike to vehicle accidents.

When will Lincoln pull back on trying to make downtown the business, living, shopping and residential hub of the city? Property taxes have subsidized MANY failed and meager attempts to force citizens to adopt downtown as the focus of their living. Perhaps the Haymarket development going on now will accomplish some of what the city should have done years ago instead of some of the half fast projects they tried to pump life into.

I have lived downtown for over 5 years, and believe the natural transition of the downtown is market driven and should continue in that manner

there is still no parking!!!!

I think the center lane bike path is dangerous.

We need to make it affordable and reasonably easy for business to expand and hire new employees. Jobs drive everything else.

As for the second question, I don't know how well you're doing because I don't know WHAT you're doing. I assume nothing particularly effective and that you probably can't really, because you don't recognize you are the biggest problem. The best thing this city can do jobs-wise is reduce regulations and ridiculous zoning and building code laws.

Downtown is the heartbeat of Lincoln, NE and shopping, restaurants, and entertainment should be strongly encouraged, but bars should be more limited and other entertainment options should be encouraged such as an indoor miniature golf course in the old Pershing Center combined with a botanical garden or else a new downtown library main headquarters there.

Recently a low-income person stated that the reason that people go on welfare, food stamps and resort to crime lies in the fact that they are most often offered jobs that require transportation later in the evenings. They can't afford the cost of owning a car with the high sales tax, license and required insurance on top of the cost of the car itself and gas prices.

Recently a low-income person stated that the reason that people go on welfare, food stamps and resort to crime lies in the fact that they are most often offered jobs that require transportation later in the evenings. They can't afford the cost of owning a car with the high sales tax, license and required insurance on top of the cost of the car itself and gas prices.

I think we can do better as far as safety re bike access. I prefer bike access that doesn't share the roads vehicles use, again for safety reasons. I am concerned about entertainment options in downtown- for example- I am disappointed that the use agreements for the new areas at Haymarket didn't protect against the Hooter type of restaurants...definitely not family friendly... (referring to Twin Peaks, how embarrassing for Lincoln!)

The city is applying too many resources to the small population group and small area of downtown and ignoring infrastructure needs in the rest of town.

Need more housing in downtown and near downtown. Need a wider variety of housing options at different prices for sale and for rent. If you build it, they will come. Right now, if you don't want to live in a rehabbed warehouse or student housing, there's not a whole lot of options. A quality K-5 public or private school downtown would help too.

The cost of parking in downtown and the new bike impositions mean I rarely go downtown anymore. Thanks Comrade Beutler.

I ride my bike downtown and take the bus up to Superior Street when the weather is not conducive to bike all the way to work.

Some of the building just do not fit in anymore, they need to be remodeld or destroyed.

I, personally avoid going downtown due to the lack of parking and the availability of similar products outside of the downtown area. The last time I was downtown was to take my Grandson to the circus and parking was a nightmare! I really do believe there can be a better way to increase the use of the downtown area by some kind of transit system from available parking. Love the way mass transit is used in the San Jose area!

Downtown is not particularly pedestrian or bike friendly. I don't find the current bike lanes very usable. The new plans for P Street sound like a step in the right direction, but we need to do more to get people out walking and biking around downtown. Also need better interface with the UNL City Campus. It does sound like the UNL long-term plan might help in this regard. Handicapped parking is a problem. My partner and I need a space with an accessible lane next to us on the right for her wheelchair to unload. These spaces are not many, plus many of the unloading spaces are no longer marked, as the paint has faded and not been replaced, so people park there. Check out R St. right across from St. Mark's.

Planning over emphasizes downtown

I am currently renting downtown, but would like to simplify financially, and there are not very affordable options for renting downtown. Much of the housing is being targeted for university housing, which increases cost and noise/partying.

The majority of bike riders ignore all laws and rules. Don't know why we keep giving them more of a voice and improvement dollars than they deserve.

it is good to see the haymarket area being built up.

We need more bars and sandwich shops.

Cars and bikes do not go together. Do away with the bike lanes. Let the market determine the variety and affordability of housing in downtown. It is not the responsibility of the city government to decide. Government interference with the market place has never worked.

I can't stand those stupid bike lanes. All they do is remove a lane for vehicular traffic. How about letting bikers use the sidewalks like everyone else?

Bike paths are nice in streets but in heavily traveled areas, it needs separation with the main thoroughfare.

There is an absolute lack of well planned bike lanes downtown, in fact there are none really, with the sight of more residents biking this is very important.

I think the bike lanes should go away. They are ridiculous in their design and placement. As a bicylist, I think they are dangerous. Entertainment should not be restricted to only downtown. Supply in the marketplace and demand should guide the placement of such venues. Shopping should be handled in the same way.

There are so many things that Lincoln could be doing, especially with the addition of the Arena that you only need to look west to Denver for prime examples of how to move people in a downtown setting.

More downtown residences are needed to attract young professionals and retirees. Entertainment is good for this sized city, but more could be done in the area of recreation (a near-downtown park, more bike lanes).

Consideration should be given to mallng in N and/or P Streets.

Downtown area needs more recreational facilities besides the old YMCA instead building new rec areas at the perimeter.

Just keep working, guys. Make this the 21st century city that it can be. We need it to be more affordable, more dense, and more commutable. Let's make it a place where people come and stay because of its quality of life.

It appears the business leaders in Lincoln are not really concerned about transit and the City leaders appear try to give LIBa what it wants

The condition of some of the sidewalks in the downtown area is not good. Is there a plan for addressing that

Transit service needs to be citywide and not downtown based - so that's a difficult question to answer.

Protections and improvements for downtown seem to be prioritized over other older commercial areas and that is a problem. Businesses should be located everywhere and not just downtown. Ped and bike facilities are important but until auto drivers are aware they must heed other modes of transportation - it will still be a non-ped/bike friendly area. Close one street like 11th or 12th totally to cars (except emergency or occasional necessary deliveries/parking garage entry and exit and make that street a bus/ped/bike street.

It's unfortunate that downtown was chosen for the new arena. I have lived in Lincoln my whole life and try to avoid downtown as much as possible. It is too crowded, dirty, expensive, and not enough parking.

I think it is not so much having these types of services and facilities downtown but their relative quality. Retail is almost non-existent. Thurs-Sat downtown is a cheap-drinking quarter of the city. We should move some of the bars that promote binge drinking to an indoor setting (Pershing maybe) and open up the downtown to more diverse entertainment and retail shopping. No more shopping centers on the edge of town. With some good projects started by the public investment, I think a great deal of private investment (and jobs) will follow.

Additionally the housing around the near south, north bottoms, might get some work too, and it needs it. I live in

Downtown has a great deal of potential; however, between parking issues, and a lack of an effective public transportation system, the choices made over the years by the city's leadership, have seriously damaged the business environment in this area. The building of two malls has drawn consumers away from downtown as well. Unless the city is prepared to remove parking meters, reduce or eliminate parking garage fees, greatly expand the public transportation system, and restrict outward expansion of the city, especially regarding businesses, downtown will die, and the city is going to begin to rot from the center outward, as was the case in older cities in the eastern United States. It would truly be a shame for the unnecessary decline of our city to continue, and the arena project isn't going to change it.

We need to continue to work on the above issues for downtown Lincoln.

Options for biking and walking are extremely important.

I work downtown at Assurity Life Insurance, ride StarTran in to work, and walk over the lunch hour. Good transit is crucial to having a large volume of workers in the downtown area since parking is a potential problem. Many areas on the edges of downtown are not very pedestrian friendly. I don't see a lot of cyclists other than University students.

We have an enviable downtown, the results of years and years of good planning. Kudos to our leadership.

If the P street bike line becomes a reality, then you will have done excellent in improving biking facilities downtown.

Get rid of the bike lanes in the middle of the streets please.

As far as I'm aware, the housing being developed in the downtown area is quite expensive. Beautiful, but expensive. I gave a low mark to "Pedestrian Facilities" because of the number of bicyclists and skateboarders using the downtown sidewalks, even though it is a restricted area. I've worked downtown for thirty years and have yet to see a bicyclist or skateboarder stopped on a downtown sidewalk. I gave a low mark to "Bicycle Facilities" because I think the downtown area needs bicycle lanes on every street between the curb and the front of parked cars. The bicycle lanes should not be between the back of parked cars and the traffic lane. It is so dangerous to drive a bicycle in downtown Lincoln that I have chosen not to ride my bike to work, which I would definitely do if bike lanes were designed and constructed correctly. For all its attempts to be a bike-friendly city, the downtown area is really a disappointment when it comes to bike safety.

I would like to see bicycles in a lane separate from either cars or pedestrians.

It might be good to keep mass transit options open for getting to the downtown. Biking downtown works well as there are racks open for bikes and the bike lanes work well.

Entertainment downtown is improving. Otherwise, I think everything else is at a standstill. Maybe the Antelope Valley Project and University development will help this. Public transportation in Lincoln is not very good.

I feel that 'very well' should be relabelled 'too well' in the case of shopping and services downtown. I believe that there should be a reallocation of funds from shopping and services to transportation facilities such as bicycle and pedestrian projects as well as an overhaul of the transit system as I have heard a number of complaints about times the buses are available and their inefficiency. There's not much of a point if what would normally be a short bus ride takes longer than it should and in fact would be shorter by walking. While I do feel that the bicycle infrastructure is booming, I do feel there needs to be more of a general support for it and things need to be moving forward at a quicker pace.

Let downtown develop on its own. While zoning is important, it can be overdone. Less is more in this instance.

Lincoln is fortunate that people use the downtown for dining and entertainment. There is an unmet demand for housing in the downtown area.

I would like to see "walkable" areas, not only in downtown but in other neighborhoods, such as one would see in cities in Europe or Argentina for example...a fresh vegetable and fruit vendor in every few blocks, as well as a bakery, pharmacy, cafe etc. and also magnificent public transportation. Also included in this mix are tree lined streets with "embracing" overarching beautiful trees... not the BUTCHERED ones we have in Lincoln which makes it embarrassing to live here.

I would ride my bike to downtown more often, but right now consider riding downtown too dangerous

We need to significantly improve our pedestrian and bicycle right-of-ways. I have seen plans that show our objectives but I am impatient to see this progress. We will be able to create a vibrant downtown by staying focused on these objectives.

My impression is that Lincoln's downtown is not where the action is anymore. The malls, the suburbs have taken over. Students dominate the downtown at weekends. The Ross Film theater is a wonderful asset, but seldom full. Parking perhaps a problem. Bicycles are clearly not welcome downtown. The laughable bicycle trails down the middle of 14th St and the one at 11th St which suddenly stops give the impression that the creators had never even ridden on a bicycle.

Handicap crosswalks are blocks - scooters have a hard situation

Stuffy and noisy

Would love to see a real grocery store downtown. Would like expanded bus hours. Expanded Bennett Martin library hours returned. (6pm is too early) Love to see more stores types - Crate & Barrel

Housing much too expensive. Parking too expensive and discourages people from coming downtown. Lastly, GET A GROCERY STORE!!!

Need to remove snow from corners

Need more bicycle lanes downtown

Parking is horrible. Hate parking garages! Avoid downtown because of this.

Incredibly disappointed in public transit system [thinking of moving to Omaha]. No bus transportation system in late evenings or on weekends [other than limited service on Saturday]. Monopoly on cab company rates is a disgrace to Lincoln citizens!

Please share any comments you have regarding housing in Lincoln.

The foreclosure rates in Lincoln are not so good. I would like to see decent hardworking people not be bullied by greedy bankers and mortgage lenders. Housing and Urban Development is likely understaffed and underutilized by the citizenry at large.

Property taxes are way too high. Much higher than many other places in the United States. When people from out of state hear how much we pay in property tax their jaws drop.

The spread of parks in Lincoln and the attention that has been paid to rehabbing old parks is excellent. It's hard to fight the temptation for grocery stores, etc., to want to focus on large stores that are far apart, rather than smaller markets. That's an issue with the stores, not the city/county, but it's still an issue. It is definitely true that there aren't that many places in Lincoln where you feel like you could easily walk to run many of your errands.

Think more in terms of livable neighborhoods, where you can walk/bike to everything you need. Make sure schools are safe to walk and bike to.

Not as familiar with these topics. I would ideally like to see more efforts made to develop more affordable housing for more Lincolniters.

We could always use more parks. Beyond that, it's sometimes hard to find a whole house to rent, which my husband and I are always looking for. Something in the near south, or woods park, with some character. we should support those neighborhoods that are restoring old houses.

Housing doesn't seem to be a large problem, rather transportation infrastructure and better commercial areas near residential areas.

I am more concerned that housing whether high end or low end be designed to create a "neighborhood" feel. Housing over the last few decades are really garages with a dwelling unit on the back. This design does not make an environment that encourages positive community attributes (i.e. not a Norman Rockwell scene). Housing should abandon cul-de-sacs. This design increases costs of public services infrastructure. It also tends to cut off neighborhood access, and the remedy is to install a narrow sidewalk between houses--this is poor design.

I will choose my house in Lincoln based on how many amenities are within walking distance of me. That's why I find the Havelock, Bethany, Meadowlane, and downtown areas so appealing.

I live at 37th and J. We moved here for two reasons, 1) I've always loved the neighborhood and 2) it's pretty much no more than a 15 minute bike ride to anything I need. My furthest commute is to BNSF on West O (25 min.) Those are THE two reasons I live where I live. Quality of life, ease of life and not being behind the wheel of a car are my main objectives.

Trails are it! Parks, too... please don't cut down on the amount of park-space required in a development in order to save on maintenance - find a different and unique way to fund if that's a problem.

These issues are not easily controlled by the government they tend to be market driven. Fallbrook, Campbell's development and others are trying to change the norm and mix housing, office and retail. Let's get that going.

at this point in my life living downtown or near it works wonderfully. I would even love to live in a mixed use development. In the future, when I have children, I will want a good sized house, with a yard, and a safe neighborhood. I will not want to live in a apartment where I can hear my neighbor using the bathroom or domestic incidents in the hallway. I know I will have to drive further to obtain goods and services in if I live in a neighborhood with a single family home but that is a price I am willing to pay. Lincoln needs a variety of housing, both high density mixed use, and larger single family housing with a yard and room for a garden. This diversity of housing will allow Lincoln to attract and retain citizens in all walks of life.

People don't want to live where they work or shop. It's too urban, too noisy, and there are too many cars and people around. The time to deal with those issues is past. It used to be pleasant living near small stores when towns were smaller. However, big-box stores with huge parking lots have replaced little, family-owned stores. Large companies have replaced family-owned businesses. It is too stressful to live near the traffic and bright lights of these types of developments. Keep residential areas separate from commercial areas. Improve public transportation with small, frequent buses using straight north-south-east-west routes.

Get the city out of micro-managing neighborhoods. I fully support intelligent zoning and community planning. But city takes it way to far. You could get rid of whole departments.

I do not believe is the government's job to provide variety of housing. I believe that is the market, along with all the other housing issues, except for affordability -- some govt. intervention in this area is acceptable.

As a member of the staff of a housing related non-profit I can attest that Lincoln needs more affordable nhousing opportunities for lower and lower middle income households.

Market will set home prices and amenities city should place our tax monies towards a small more efficient government.

Affordability? Why are lots in Lincoln selling for \$50K? There is a lot of room to grow here. Hartland homes builds these tiny little homes on tiny little lots that in 50 years will create a slum area that no one will want to live in. Is that what Lincoln wants? I don't think so. He does build a quality home for the money but there is so much restriction on available lots due to the city it keeps the prices way too high. There is not one reason a 60X120ft lot in Lincoln should be over \$25-30K. But this is just my view.

There are certainly a variety of types of housing, but current trends in Lincoln are trying to penalize some of them even if they are the most environmentally responsible, economical or enjoyable. The issue of housing located near all of these items can be offset if you choose a low cost or responsible form of transportation. An example is the choice to drive a car that gets 40 mpg vs. one that get 15 mpg. As more hybrids come available and there are some showing up on used car lots, a larger population base has access to them. The issue of housing affordability ties primarily to codes, regulations and the City considering certain items to mandate. I would recommend eliminating Impact Fees and collecting infrastructure money in some other form. I'm not sure what would be best, but this system isn't working.

Programs to help people stay in their old houses would be useful so we don't have to tear down the historic buildings to build poor quality and ugly apartment houses.

The open market place in Lincoln supplies a wide range of types of housing and a wide range of rent amounts. Everyone is able to find housing unless they have issues with bad behaviors.

You need to create more jobs and housing will figure itself out.

Fallbrook and Village Gardens are OK for the most part. I'm not sure how effective the "work where you live" intent truly is in these developments. But personally, I've always loved alleys for their practicality and their subordinate nature - and getting the ugly mega garages as far away from the front curb as possible! If I were to make an unenforceable rule, it would be mandating that every garage be recessed AT LEAST 2 feet back from the fron door of the house or townhouse.

Would like to see more residential developments like Village Gardens and Fallbrook.

The property tax is killing many people.

The property tax is killing many people.

Immediate importance of easy access to daily life stuff and services. Lincoln need to improve the access both from transportation aspect and replace fresh grocery to downtown.

Lincon needs a bond issue to improve public recreational facilities like offering an indoor, year round pool in downtown (the YMCA is not enough and the spray park is not a pool), more pocket parks like Hazel Abel (featuring commissioned public art), more recreational/art programming, some tennis courts and a couple soccer fields would be nice. Recreational amenities should reflect the cultural diversity of downtown. City leadership is needed to encourage corporate underwriting of arts and cultural opportunities like one sees in Austin, TX. A bond issue needs to be based on the needs of all four quadrants of Lincoln. For instance, Lincoln sorely needs a regional, full service aquatic center with water slides, wave pools, etc. Lincoln needs a full range of tennis courts. Lincoln needs a permanent investment in a regional skate/skateboarding park. All of these investments would improve downtown and/or specific quadrants while making Lincoln more of a destination

I am all for having housing close to stores, but placing a Wal-Mart Super Center in a neighborhood was a terrible failure for the planning department.

Wealthy live in the South. Poor live in the North. Resources like Hospitals go South. Zero resources go North. There is not one hospital on the North side regardless of the growth we've seen over the last 10 years. Also why did the arena go downtown, when putting it on the North side of Lincoln near I80 would have drawn people from Omaha, York and Grand Island?

I feel the Building and safety department along with impact fees and other development constraints have hurt affordable housing in a huge way. This is one area where the city has failed.

Need to encourage more affordable housing and more subsidized housing

More and better mixed use projects where people can live close to where they work, play and shop is desirable.

I think housing costs are higher than they are in omaha and many surrounding areas..why? I recently built a home in Lincoln..the fees are very high..

Houses are too tight. All you see is garages and no character. Streets for smaller developments are too narrow. No room to park or drive if cars are parked in street.

People just starting out in the work field, making minimum wage, can't afford 600-1000 a month for rent. Cheap, rundown, bug infested apts are not appealing.

Due to sprawl, there are many areas where the only option for grocery shopping is to get into a car. This is also true of some densely-populated areas. Again, due to lack of a mass-transit mentality, one must drive to get to work in many parts of town. The bike trail system is great, as are parks.

Since I have been living in the country around 20 miles from Lincoln for a little over 20 years, I am less familiar with what has been taking place in the city except for what I see when driving to and from work, shopping, and visiting friends. However, having lived in several different areas of Lincoln over a period of 30 years, I have seen the movement of shopping away from downtown, the growth of suburbs, and some of the decline that has taken place within the city, such as the near south. I realize that all this is typical of U.S. cities and I was pleased to read that a Gallup poll found Lincoln to be the happiest city; however, I am concerned about the way the growth isolates people from each other (compare the housing and layout of, say, B St. between 16th and 17th, and any area in Williamsburg. Lincoln really needs much better public transportation and better, safer ways to encourage and accommodate travel by bicycle and walking.

I've never owned a house; rather have rented my whole life. Based on my experience, housing prices in Lincoln are stellar when compared with other communities, such as Madison, WI. Living in a centrally-located area is very important. I've been lucky to live near work, businesses, bike paths, bus routes, and parks that I use on a regular basis.

The core of the city is wonderfully pedestrian/cyclist friendly, near to services and employers. Unfortunately many of the sprawling outlying neighborhoods are very far from anything useful (they are also hideously overpriced). If one searches hard enough, there are affordable housing options in Lincoln, but prices are rising and they can be hard to find.

Continue to develop bike trail system throughout the city to improve access to recreation.

Again, who is Lincoln and Lancaster County?

I still remember the neighborhood grocers, drugstores...rather than the huge shopping strip malls so prevalent now. Easier to walk and frequent these stores. As I get older, I find myself longing for that experience once again. It is so 'busy' and not as safe in the large parking lots, etc. plus takes much longer to shop and means a person must drive a good distance for essentials.

if I do not know I check neutral

The market does and should determine the types of housing and affordability in a city like Lincoln. Locating housing near work and goods and services are nice but not significant factor in choosing a home.

We cannot dictate where people will live, but we can set zoning that allows small neighborhood shopping areas where people can buy necessities. Bus routes that are carefully planned will help people purchase homes that are convenient to both work and shopping.

We need to have a pro-active, solution-oriented approach to code enforcement and response to problem properties. The current system seems to treat each complaint in isolation and often allows a property to remain red-tagged or in disrepair or empty for many years.

too many apartments

I think most persons/families don't want the kind of residential districts that we need to be moving to, e.g., drive across/through south Lincoln; they don't want to live near their employment but are still looking for 1950 suburbs living which tears up agricultural lands, etc. So, until the mood of the populace changes more, we may be stuck with what we have. There are hopeful examples, e.g., people live in Fallbrook - but only higher income folks, I think.

We need more affordable housing in all locations.

We need more affordable housing in all locations.

Housing for accessibility is lacking as well as affordable housing in areas other than core neighborhoods with transit population and rentals

I think it is very important for the city to expand and grow while keeping "green space" for the people living in the city. I think that the accessibility to other parts of town is very important as well and I think Lincoln does a POOR job of this. I live by Capital Beach.. heaven forbid I need to get to East Central Lincoln... Even Southeast Lincoln can take a while. Lucky for me I have HWY 77.. Being on the East side you are not so lucky.

I think that most of the housing decisions should be left to the private sector. Set the zoning and get out of the way.

I believe Lincoln is doing fine with housing. It's affordable and there are many choices between ownership and renting.

Lincoln is a 20 minute town for the overwhelming majority of its residents, don't over think it!...let the PEOPLE choose what they want to do, stop trying to control it, let development happen naturally.

types of housing in the downtown area are either too pricey or uninhabitable

Housing affordability would be something different if taxes were not so high. City and County need to work better together to lower taxes. One example is fire stations. Two real stations in the city, what a good place to City government is driving the price of affordable housing "through the roof"! We need less regulation. Allow the citizens to determine the market not a few in government.

Lincoln is easy to access around by driving. Work sites for spouses put us in different areas of town. Internet is breaking down the need to travel. Don't plan for work/housing based on history.

You cannot live in an apartment while just starting out. You have to have roommates. Apartment housing costs are ridiculous and I know too many people that have moved home because of apartment rent increases.

Tax tax tax tax too much

Again, no definitions. Any rating that I would give to any of these answers might mean the opposite to the trying to interpret them.

Be careful that the planning doesn't drive up the cost of housing. Let the city expand and don't require too much green space. This will drive up the cost of housing.

The city should not use Impact Fees AND TIF to support new housing in Lincoln. You are using your taxing powers to dictate where new housing goes and not allowing the market determine housing locations.

Housing needs to be available where the market wants to be. Not where the government wants them to be. Otherwise you will suppress housing starts and jobs.

This is a car town. Period. You're never going to be some fancy-transit Seattle or something. Since you don't define "near" it's hard to answer these questions. Once I have to get in my car I don't really care if something is 6 blocks away or six miles. So unless you want to plan everything being within 1-6 blocks of my house, forget

Limited inventory of housing has driven housing prices up.

There needs to be more low-income housing in downtown Lincoln as everyone that wants to should be able to live downtown.

Lincoln is largely employing State, University and Government workers. These people earn enough to drive to work. It is a fantasy to try to locate everyone near anything. Consideration needs to facilitate transportation for those who need it. Does not mean a huge bus but smaller, more efficient units. Property tax increases add to the expense of renting as well as owning a home and are much too high.

Lincoln is largely employing State, University and Government workers. These people earn enough to drive to work. It is a fantasy to try to locate everyone near anything. Consideration needs to facilitate transportation for those who need it. Does not mean a huge bus but smaller, more efficient units. Property tax increases add to the expense of renting as well as owning a home and are much too high.

The city needs to get rid of impact fees and let the market determine the demands of where and what kind of housing to build.

Need more apartments and other options other than single family houses. How about some smaller homes like rowhouses or some condos? Location is another issue--a lot of neighborhoods separate uses so that it is hard to walk to anything. If you do want to walk, you have to go out to a busy arterial with a sidewalk right next to traffic and no trees for shade or protection from vehicles.

If you mean Lincoln and Lancaster County regimes, you are doing a terrible job. The free market will do much better.

Over regulation on the part of planning has excessively elevated housing costs in Lincoln

I think that some of the planned urban developments have been a good attempt at helping to create areas in which people can work, live, and play without a lot of transportation. But I think that decades of poor planning and sprawl will provide a lot to overcome.

It's not the job of government to be involved with types of housing, housing locations, affordability, etc. etc. etc. Let the market decide.

Although housing is generally affordable, taxes are an issue. Especially, as people get older, the tax break for home owners is not significant. Many of my friends say that they will not be able to retire here so there will be an exodus over the next few years. I would like to see more incentives to keep people here that are retired. The tax break should not be tied to income as much as age. The city needs to come up with a way to make property ownership more affordable for retirees so that there is an incentive to remain in Lincoln.

Again, housing near work in this community should allow for office parks outside of the city and in the suburban areas. zoning should allow this.

A 10 percent set aside for "affordable housing" should be a requirement for every new housing development in the city. It would reduce the snob factor in new developments, scatter affordable housing throughout the city, and stabilize real estate values.

As a conservative Midwestern town, we're a little behind.

Would like to see more 'neighborhood' shops, small grocery stores, coffee shops, etc. within walking distance of residences. I was very disappointed to hear the developer of the space at Idylwild and Holdrege say they cannot attract a small grocery store because they are not profitable. The store at 33rd and A as well as Ideal is always jammed, so it seems like it might be a profitable approach.

The closer work is to home, the more people will want to live here. Let's go for it!

NE Lincoln has a lot of apartment complexes that are not in walking distance to much. Senior and youth centers, schools and smaller shopping areas should be located close to developments (like Fallbrook) rather than large big box streets located where you must drive.

Homeowner taxes in Lincoln are ridiculous!!! Everyone I know who is retiring is leaving Lincoln due to taxes. The cost of living in Lincoln is too high. Even renting is expensive in Lincoln. There is no shortage which would explain why new housing construction is down in Lincoln.

I think there could be more bike trails and lanes. Also there is no grocery downtown. I think some mixed use development could go in the north bottoms. And we need more employment downtown as well.

There is too much of a focus on development and expanding the city outwards. These communities are failing to be pedestrian friendly, they increase the demand on motor vehicles, draw businesses away from the downtown and older neighborhoods, and are driving up housing prices. In addition, these developments are taking away from the funding needed to maintain existing infrastructure, resulting in higher property taxes, and reduced services. Allowing this to continue is simply bad policy.

We need to continue to work on the above issues regarding housing in Lincoln.

New housing is on the edges of town, many business are moving to the outskirts also. This pulls money, development away from the older parts of town and creates longer driving distances. One of the attractive things about Lincoln has always been it's small town feel; this is lost in the newer areas of town, which resemble the suburbs of any other midwestern town.

We have excellent opportunities for affordable house, both rental and ownership. LHA has been very pro active, as have other groups, in creating options for low to moderate income households. This serves the entire community. Probably not appreciated by our more suburban portion of the population.

The sprawling subdivisions of houses and housing units don't have much character. 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

I have not been keeping up with this.

Let the free market work. Again, less government involvement (while sometimes needed) is better.

We have not respected the city core by maintaining the integrity of older homes. Instead we have allowed the tearing down and putting in cheap newer duplexes etc. or covering the homes with plastic siding. Restoration is so much better than "remuddling"

Lincolns Park facilities and bike trails are well located near housing

I wish there were more and much better low income apartments in our community. It is difficult in a university town, students misbehave, but so do landlords, nobody complains when the deposit is not returned. There should be more oversight over the whole rental industry. I think there are attempts at placing firms on the outskirts of Lincoln, and hopefully housing will be available close by.

Sidewalks are awful! Snow removal awful! On/off ramps

None

There are many run down houses and converted houses/apartment buildings near downtown/Near South. Very hard to find a home for a family.

Downtown area and Near South must condemn and remove dilapidated houses and buildings. Build new apartments!

Need more side by side duplex

No new construction of residences even begins to meet the needs of moderate income individuals.

Lincoln is not so big that you can't reach most services within 15 to 20 min of driving

Property taxes for me have little rhyme or reason to the actual selling/insurance value and I felt my argument was disregarded when I made a protest.

Very low cost of living in comparison to other cities of similar population size nationwide.

Please share any comments you have regarding the general appearance and attractiveness of Lincoln.

Need to make the entryways into the City more pleasing. Why would you want to venture further into a City if nothing peaks your interest to do so? West O street off the interstate is a prime example of alot of blah and closed businesses and no flowers or welcoming mat or anything. Can't wait for the I-180 entrance look once the arena and the "Lincoln" crosswalk are finished.

West O is a major eyesore and could use extensive improvements.

I think that if we are cutting budgets for lawn care, etc., in parks and leaving areas unmown, which is a logical way to deal with some of the budget crunch, it would be good to spend a little more money at the start and seed a wider mix of things in that area. The parking plantings near the parking lot by the old train station are a great example, the wildflower/prairie mixes you have used their are hardy, require little watering, and look gorgeous.

Some areas are particularly good certain times of year. It's nice to see some variation in architecture, i.e. new block of buildings west of the Arbor Day Foundation building downtown.

The West O Street entrance to Lincoln is phenomenally unattractive, though the arena is giving everything downtown new life and perspective. I do hope we can focus on that aspect of attractiveness soon.

I really like the new Lincoln look with the arrow. Time to plaster that everywhere downtown! I think the downtown is super important to giving Lincoln a unique look and feel. Also, the suburban residential areas are sad looking. They all look the same. Suburbia. But I'm biased, I'll never live in a house newer than the 50s, but some people love that McMansion look.

The city as a whole is very dingy, cluttered, and unkempt. I think that there is a lack of pride by many of the residents of the city. There are not enough waste bins along routes of travel. It is clear from the actions of the people in Lincoln that there is absolutely no enforcement of any litter laws. On a daily basis I regularly see people tossing cigaret butts onto the roads, sidewalks, parks, etc.. And this shouldn't be. I would love to see more tickets being given for this kind of gross negligence, no tax dollars should be wasted on developing a more attractive city when the people are actively destroying that. An aesthetically pleasant city is something to be treasured, as of now Lincoln is not aesthetically pleasing.

There are no entryway improvements into Lincoln/Lancaster County. The entry from the airport and I-80 is pathetic. Downtown has been kept up pretty well and redevelopment has and is occurring (kudos to DLA and Urban Dev.), keep it up. Keep the street sweepers working, they add value to the overall appearance in addition to complying with EPA NPDES Permit.

West O and N. 27th street as far as entryways to the city look like crap. West O is better than a decade ago but that N 27th...bad! Get West O tree-lined at least. Rarely rarely do I travel out to N 27th because it is sooo congested and unappealing to the eye. You know what North 27th street looks like to me? It looks like a city that just flat didn't care what an area looked like and told every business to put up a big ugly sign on a steel pole and your business should also have very unappealing colors. Think about it when you go on vacation and your entering a city, we've all come into ugly cities and it colors our impression right off the bat. North 27th street in my opinion is really a huge failure on the city of Lincolns part.

North 27th has improved drastically over the years. Very good work on this area.

A beautiful city will always attract people who want to live there. One place to improve on (entry-way wise) is the east and West Cornhusker Hwy. areas - big entryways for the city from I-80... lacking!

Although the I understand the business communities want to build newer more eye pleasing developments to replace their current location, read Hyvee, and that those new developments bring construction business to the city. I do feel that there should be a comprehensive plan in place to renew their current locations prior to the approval of the new development. This has happened too often and we are now having to look at empty shopping locations and future blight areas.

As I stated before don't over do the green space and city park areas we can't afford the cost of maintenance.

Lincoln places much emphasis on attractiveness of its commercial areas and entryway corridors. Lincoln should provide opportunities for business owners and neighborhoods to create their own well kept and attractive neighborhood which includes that neighborhood's personality instead of imposing a city vision on an area.

Good job keeping University Place, Bethany, and College View retailers small, retro, and attractive. Gateway Mall is ugly, but it's too late to do anything about it. South Point is better with its landscaping. O Street is okay, Centennial Mall is going to be nice. The newer bridges leading into downtown look good. Antelope Valley is attractive. The Haymarket will be nice. Industrial areas will never look good, so hide them with trees and natural shelter belts. My main complaint is that new apartment complexes are too big and have no trees or green space around them, and too many homes are being packed into neighborhoods, using duplexes instead of single-family houses on smaller lots. Even people with less money deserve a tranquil, green area in which to live. It reduces stress, it increases neighborhood pride, and it reduces crime.

Just keep it clean. I volunteer with my children to clean up an area of downtown Lincoln. Clean is attractive. Fancy expensive modern looking ideas only show how shallow our leadership is when there are homeless people begging for change. Take care of our people before remodeling an office or city sign or anything that isn't starving and/or freezing.

While some of the older shopping areas (i.e., 48th and O, College View, Havelock, 11th and G) are being revived, others are falling into disrepair (i.e., Piedmont, Indian Village, Bethany, 70th and O). The appearance of the shopping areas can have a dramatic impact on the adjacent residential areas and neighborhood QOL.

Again, aesthetics, for the most part, should be left to the market.

Driving into Lincoln from the south is good. Driving into Lincoln from the West is 50/50...good for the arena and stadium but bad for the industrial. Driving in from the east is horrible. Hello Cornhusker Industrial and ugliness? 13th and South area is wonderful! Downtown needs a facelift between 17th and 27th desperately~!

I really believe that developing the historic areas of town is so important to a vibrant and successful town. Investing more in these historic areas is much more important than putting up more corporate shopping centers and malls. Please put a focus on local small businesses and help them to grow by enhancing the smaller neighborhoods and communities in Lincoln.

Again the developer is spending the money to create attractive homes and shopping. The city needs to make growth simple by accommodation of developers.

More trees & greenery in general would be great. Also parking lots feel numerous and far too visible. Having parking located behind businesses and residential buildings helps cities feel more pedestrian and encourages people to walk and take public transportation.

Attractiveness is important in all areas, but I would mention there is a little personal preference involved in determining what is considered attractive. Is this lush gardens, grass/weeds mowed, streets/sidewalks swept, buildings well kept, entertainment districts, amusement parks or a petting zoo?????????

Some buildings are getting run down. It is better to help spruce them up than to tear them down and replace them with big box stores.

Older neighborhoods are in need of better maintenance on the part of owners.

You can put lipstick on a pig and it is still a pig. Stop worrying about looks and bring in some damn jobs!

I simply don't see the City having or providing much impact on any of these issues. The City could have a major impact, particularly on Major Entryways if the "powers that be" choose to. Just what has the City actually done to make our Major Entryways more attractive? Talk is cheap! Coming from the Airport to downtown via Cornhusker Hwy and then 9th Street has always been like coming in the "back door". Just like O Street, from 27th to 16th St. mega-blight! It sometimes seems that the City powers that be are more concerned with what some ignorant (not stupid, just ignorant) writers at the LJS like Nancy Hicks might criticize, like TIF. She has no realization how backwards and anti-progressive her ignorant, anti-TIF rhetoric is.

More buffers and landscaping is needed around industrial areas such as Cornhusker, West P Street, Yolande Street, N. 70th Street etc. come to mind.

Shopping center not attractive at all because it is too far to access from downtown.

Lincoln needs its entryways improved. Commissioned public art would help, but what is really needed is improved funding for Parks & Recreation. Native grasses are great, if they are actually planted. Too many areas are weedy and not maintained by the City. This detracts from the city's beauty. Cornhusker HWY needs to be cleaned up. It's an eyesore and definitely not welcoming! Downtown is improving. Shopping centers surrounded by oceans of ground parking are an eyesore, ruin efforts for stormwater management, create heat islands, and generally need to be transformed into green areas with multi-level parking.

What better way to ruin the attractiveness of a residential area, especially one that has 342 homes with an average value of over \$300 000 than to stick a 130 000 square foot Wal-Mart in the neighborhood.

Functionality should also be considered along with attractiveness. The shopping development on 27th and Pine Lake would work in California or Florida. But is not accomidating to Cold Weather because you have to go outside the buildings to get from one store to another. Gateway/Westfield is dated and unattractive, but is far more functional in Nebraska weather than the mall located on Pine Lake.

The entryways and downtown are critical in my mind. Attention to make the entryways inviting statements of our quality of life is desirable. Downtown is getting better, but there are still areas needing to be improved.

when I took the train 8years ago I could not believe how bad the area's look on the train downtown. bulidings sitting empty and run down and no one taken care of them . Andpeople are looking at that and wonder is this how the town looks all over?

It is obvious there is a constant tension between expectations for newer areas to be attractive but a limited budget to maintain older areas of Lincoln. Streets, sewers and sidewalks are first impressions.

My brother-in-law lived in Lincoln 40 years ago. Each time he visits he comments on how shabby the town looks, especially O Street (which is the main "drag" many visitors use at one time or another). I am personally unaware of any particular design to any of the "entryways" to the city. I think attractiveness overall has improved in the past 13 years, but overall the town is uninviting.

Really could use some work on Cornhusker Highway from the airport exit to I180. the center islands have curbing falling apart all along that section. and the two intersections at the Airport could use alot of sprucing up. Downtown has really imporved over the last several years.

Entering Lincoln is an eye-sore from multiple directions. Cornhusker is a prime example. Residential areas need to bring back the alley and put the garages back into the alley. There's nothing attractive about the garage doors on the street view. N. 27th has improved a lot, and has a lot left to do - but it's getting there.

How do you define "attractiveness"? Some would say perfectly manicured green spaces and brand new buildings. I'm happier with salvaging the beauty in older buildings and filling our green spaces with diverse plant life or vegetable gardens. Regarding the items voted on above, I think Lincoln's doing a relatively good job at appearing attractive, although there are definitely areas that are more beautiful than others. Industrial areas along Cornhusker Highway and west of downtown are two areas that come to mind that could use some work.

Again who is Lincoln and Lancaster County?

I don't consider strange art or flags, etc. to make an area attractive. I prefer natural plantings and areas to sit a bit while shopping, a clean area that is litter-free, well-maintained storefronts, etc. to be much more likely to make me wish to shop in an area. 'Sterile' surroundings do not make me want to visit. Safety is also important.

if I do not know I check neutral

We waste way too much time, energy and emotion over "the look" of things. No two people can agree on what that look ought to be. Let's start getting simple, practical solutions out there, and quit fretting about whether they'll be pretty enough.

I don't think city or county government can regulate the "attractiveness" of shopping centers--which are privately owned. They can regulate safety issues, but beauty is in the eye of the beholder. For example, I find Gateway ugly/gaudy. Government can control the appearance of land around the entrances to Lincoln, and is doing a fairly good job with land that is always under development. The downtown is also always under development, but the focus on facilitating auto traffic limits options for what I consider attractive.

Attractiveness is fine, but we need real quality--not just superficial appearance.

good but could be much better, especially the downtown area.

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The gateways to the city, at least up north where I live, e.g., from the east from I-80 on Cornhusker east or west and down 27th St. are really ugly and embarrassing. When I direct visitors how to come I'm always ashamed of how things look.

In general, attractiveness of entries into Lincoln are not addressed. Seems like they are moving targets that are dependent on commercial development, but without any focus on aesthetics. Shopping areas seem rather non-descript with the exception of SouthPointe. I don't think Downtown has much of a cohesive quality. Aesthetics seem dictated by the initiative of the enterprise.

The development of S 27th Street WalMart is a poor decision. The zoning laws in Lincoln are horrible. Please take a look at Omaha and Kansas City to see how it should be done. WalMart in the middle of a neighborhood is so ghetto and I feel greatly for the neighborhood residents.

I would like to see improvements to the entrance to the city from the southwest (eg. hwy 77 and old chenev area up through 9th, 10th and 13th streets up to south street area)

I think Lincoln need to crack down on homeowners who have vacant homes or homes that are not being taken care of. Also, I think they need to crack down on the junk in the yards of some neighborhoods.

Too many bars. Downtown is college kids. Not a successful, professional business image to visitors.

I believe the City does a poor job of managing land use between commercial and residential areas. The Walmart in the 27th and Grainger area is an example.

City should not meddle much in most of these areas.

Except for city Owned property the city government should not be telling a land owner what they think is attractive. Excluding the point of keeping areas up to code.

Lincoln only gives to Downtown and already run down areas. Planning tools are not progressive for areas starting to age. Need for larger retail shops, more parking around older office spaces. The ability for commercial projects to easily take over residential ground to support new commercial space needs is paramount to keeping the older areas vital

Entrances into the city are terrible. Downtown should look nice, but spending money on lamp post flags??? bike lanes??? I'd prefer some green areas.

As a citizen of Lincoln, I would prefer that all areas are attractive. Beauty is in the eye of the beholder. With the exception of blighted areas that are a detriment to property values, the city does not have much business running someone else's business.

Other than a few older shopping area facelifts with little incentive to fill empty storefronts, older neighborhoods have little identity, or effective associations. Older industrial areas are poorly landscaped or screened, with several salvage yards posing as "car lots" except the junk cars never move or sell.

"Older" neighborhoods without specific covenants are suffering. We have laws on the books about junk cars in drive ways and tall weeds between the sidewalk and the street but it continues to be an issue.

I want to be proud of my City. I do not like the negative talk about smoking or not. It should be a choice. BUT why can't the City put in receptacles to put out the cigarettes downtown instead of having the people throw them on the sidewalk and it makes our Downtown area look like garbage.

Please the first thing you see when you come into downtown is a large stainless toilet bowl oops you call it an arena, for a very losing college team maybe the girls will at least enjoy it. The first thing I do not want to see is round about it makes the city seem like you are going in circles, oh, again, we all ready are...

Some of the entry points into the city are very dated/industrial and make the city look tired and old

I want to live in a growing vibrant community. That would include new area of opportunity. Which would create more jobs

Again, most of these things are things the city should stay out of. Downtown - and by association the Haymarket - I can see. As for residential and commercial and industrial developments, leave that to the developers. It's fine how it is.

Focus on keeping downtown attractive should be maintained.

Beauty is in the eye of the beholder and his pocketbook.

I don't believe it is the city's role to determine the attractiveness of these areas. What is beauty to one person may be an eyesore to another - such as the large brick head on Antelope Valley downtown.

In some newer areas of the City, it looks just like any other city in the country. There is also poor design of shopping centers with big boxes in particular with large parking lots separating the street from the building and no good way to walk from point to point. Some people might think South Pointe is nice, but in terms of walking around the center or from one side to another, it has hardly any sidewalks and is really meant to be driven to and then the walking is "inside" the mall between the buildings. Poor design.

The city/county should get the heck out of the way. Forcing ICLEI software cookie cutter plans on us will only result in less choice.

If you are looking at malls, they are doing well, but some of the strip malls in town are in very poor condition.

Lincoln does not have much appeal coming into the City from the various directions.

Currently, major entryways are not attractive. I also find new developments sterile, unimaginative, and not working with the landscape (why don't all new houses have a significant southern exposure to take advantage of solar energy??). I worry about the new Haymarket area. I found the old area funky and attractive, a place I want to go. The new area sounds like it's going to be bar and chain restaurant heavy. I guess it will attract young people, but I consider it a loss, with local business perhaps unable to bear the rising rents in the area.

Of course, attractive and appealing is always better. It is more of a factor in housing than in other areas, in my opinion.

City appears to be doing a good job at revitalizing existing areas (e.g. Centennial Mall, Antelope Valley, P Street - 11th to 17th, etc)

"Attractiveness" is so subjective as to be meaningless. If the intent here is to imply that government ought to be in the business of requiring/judging/approving or otherwise reviewing projects based on "attractiveness", it is a bad idea. Government is responsible for many of the ugliest buildings in Lincoln.

More emphasis should be placed on placing more attractive business at our entry points. As businesses come and go, perhaps encouragement should be placed with a new business to incent more attractive buildings.

The 56th street exit off the interstate is just a dumpster fire of an entrance into a major city. 84th is meh ok, 27th is by far the best but as a street 27th is impossible to use if you want to get across town quickly. 9th st has a chance especially with the sporting venues in place and all the attractive green space along that route.

Generally pretty good, although West O and Cornhusker highway need a lot of improvements. The city should help "old" shopping areas like Havelock and College View with more than just banners to enhance attractiveness.

Blighted areas remain a big negative to our general appearance and attractiveness, particularly areas close to or abutting downtown. Lincoln should support efforts to improve blighted areas.

Would really like to see the city continue to focus money on older areas of the city. Great job with 48th and O!! There are many other spots like that, both shopping/commercial as well as residential, there are many areas that are unattractive/under utilized, etc.

New shopping developments are not enough. Current sites of business need rejuvenation as well, particularly businesses downtown. Downtown will make or break Lincoln in the twenty-first century! That is where young people want to live and settle. That is where Lincoln's creative class will thrive.

You could be dropped out of an airplane into Lincoln and not know what city you are in everywhere but downtown. Shopping centers have no character. Downtown is not attractive either. Neighborhoods should have signage to identify the neighborhood and instill pride. The only areas that get funding for improvements are handpicked by people who work in the Mayor's office.

There should be a too well option. I see a lot of wasted tax dollars in Lincoln on just stupid stuff that should not even be addressed with the economy being what it is these days. Stop planning and wasting monies on bike paths, etc. we live in a city where if one is lucky, you can be outside and use these items maybe five months out of the year. Concentrate on indoor, affordable options.

If by older shopping areas, meaning old main street building districts, preservation is important and the attractiveness. If you mean older shopping strips malls, once they've aged past their use, tear them down and put a better mixed use building that will last a long time. No one will miss a deteriorating strip mall.

Lincoln is being allowed to go down hill, especially the center of the city. Downtown is becoming nothing but ugly parking garages, office buildings, and bars. Shopping centers are simply ugly parking lots with big ugly boxes set in the middle of them. Too many of the new housing developments are not designed to create neighborhoods, but rather become places for people to park their cars, and hide from the world. We are beginning to see the type of problems associated with larger cities, and if the present policies continue, these problems are only going to get worse. There is still time to change our course, and maintain both a desirable rate of growth, and a positive community based environment.

We need to continue to work on the above issues in Lincoln.

I ranked attractiveness of older shopping area lower because much more revitalization could be happening. Lots of design effort and money have been put into Antelope Valley project, however it is litter strewn in the area around O Street because there are no garbage cans. I think the type of garbage cans that they have on the posts on corners downtown need to be extended further to the East. I walk on O from about 20th st to 24th street to the bus stop after work and there is litter strewn the entire way, but there is no where to pick it up and

Overall, okay. I know it's very difficult to put covenants in place retroactively, but boy it sure could pay good dividends.

Rosa parks is a mess and needs to be resurfaced at a minimum.

I think Lincoln has done a good job of keeping the downtown area vibrant and relatively attractive. The planters on the downtown corners usually look very nice, both winter and summer. I do think the sidewalks could be maintained a bit better--there are so many cigarette butts (and this from a former smoker . . .), and, frankly, I've never been in a downtown area that has more vomit on the sidewalks. Gross, I know, but seriously! When I walk from my parking garage to my office, I can plan on avoiding at least three places where, well, you know. I live near the 27th Street corridor, and I think the area looks somewhat better than it has in previous years. There have been improvements, especially the area surrounding the pedestrian overpass. I do think shop owners and businesses in both the downtown area and in older shopping areas could be encouraged (one way or another) to keep their storefronts and sidewalks cleaner.

I don't think it's the job of government or proper use of tax money to make areas "attractive " a very subjective judgment call. I am oppose to spending a nickel in making any major entryways to the city "attractive " as has been proposed. Let the Chamber of Commerce to it if somebody thinks it matters to visitors. When I visit another city, it matters to me not at all.

It's important to keep the older shopping areas updated and looking fresh perhaps by removing excess concrete/asphalt and planting trees, and refreshing area lighting and image.

some of the older neighborhoods in Lincoln look like they have been forgotten. When core neighborhoods are not maintained, they become breeding grounds for crime and violence. Most people find it easier to move away from these areas and forget about them but at some point in time you wont be able to build fences big enough to contain the problems that will develop.

I believe there should be more foliage, gardens, and even rooftop gardens that could supply the buildings below with food. Lincoln should be looking to become a greener city and these are certainly direct ways to do so.

Much could be done to improve the attractiveness of Cornhusker Highway.

Again, it is awful what we do to the trees lining the streets. Better to cut them down and put in smaller ones that would not interfere with the electrical lines or, better, bury the lines. The residential developments in Lincoln appear to be "all made out of ticky tacky and they all look just the same" i.e. plastic "Barbie Houses" and no trees. Whatever happened to brick housing? or stucco? And why the continuation of extending the city and butchering or ignoring the interior?

There are industrial areas near downtown (such as in Clinton neighborhood) that detract from the downtown surroundings

It is easy to grouse, and I think there are attempts at addressing the aesthetics of our city. I am not impressed by the new Larson building which seems out of scale. The Williamsburg development is a little difficult to negotiate as it appears so many of the buildings look the same, but I suppose you get used to it.

Sidewalks - streets need repair just not around government areas!

Mostly plain

Lincoln is generally well-maintained. Again, many run down even dangerously so homes in downtown/near

Not bird friendly. No variety. No bushes

There are a lot of poorly kept up developments, strip malls and industrial areas in Lincoln. The entryways to Lincoln are nothing special.

Good city for tourism

Please share any comments you have about the community character of Lincoln, what makes it special and what is worth preserving.

We ARE supposed to be tree city USA, so is that Y all our trees are pruned like the letter Y to accomodate power lines. Get real Lincoln----the right of way between the sidewalk and the curb is ripe for burying these unsightly power lines. Make it a priority to do so in the older neighborhoods sooner than later. LES and the city of Lincoln should join forces in getting these eyesores out of our sight.

I would love to plant a city tree by my curb but when I found out the amount I would have to pay to do it we decided to pass. We need more trees, especially in areas where there aren't very many.

The city really botched things up planting those trees during the drought last summer. My girlfriend and I took water on my cargo bike to some on the nearby trail. Hopefully they make it.

Preserve integrity by valuing local features. Trees in Lincoln are a fantastic asset, especially in summertime. Well worth preserving.

I saw lots of new plantings along bike trails last summer and do hope they weren't destroyed with the drought. I'm happy to see efforts put into these aspects and hope it can continue. I hope time, money and efforts can continue to be put into older neighborhoods and business areas; I'm under the impression a lot of this hinges on how active a neighborhood association is. I hope the city can devote more time to that as well.

You've probably figured this out but I love historical areas and trees. They're super important.

Plant more trees, help neighborhoods do more with their maintenance.

There are times properties are deemed historic one they are really just old. However, this isn't often. I do think more incentives to improve properties in older neighborhoods could be done (Clinton, Malone, Near South, etc. Additionally

Maintenance of trees in Lincoln is an old topic that doesn't need discussion. Do like the \$2 for trees program, though!

I think the city is affraid of taking down trees along arterials and collector streets. These trees were planted years ago and there mature size was not considered at the time of planting. You see alot of trimming taking place by utilities that go through the trees, which I cannot imagine is good for the trees. I think it is more important to have the trees in residential areas and leave the arterials open.

Although I think that the preservation of our trees are important, the major transportation corridors should be widened with the loss of the those trees. This has been a need for the city and it's citizens for far too long.

"Y" shaped and pruned trees wherever there is an electric line and huge powerpoles along major streets should not be allowed

Who thought it was a good idea last summer, in the middle of a draught, to plant hundreds of trees along the streets? And then, instead of bringing the residents on board for watering before the project even started, the City waited until lots of the trees were dying before they approached the residents asking for help with watering. That was just very poor planning and execution. Somebody should be fired for that screw up.

The city recently removed a street of trees downtown. As in all things there must be balance. Unique Historical and architectural features are beautiful and an asset to the community yet situations may occur where the old land use is not an efficient use of the space or is so dilapidated that new uses must be made.

American cities are boring compared to European cities because we tear down everything that is old. Some structures are in too bad of a shape to save, but people could be persuaded to re-purpose them if they were given better tax breaks. Lincoln is losing its reputation as a city from the "Arbor Day" state. On private land, everywhere you look in new developments, trees are scarce. Natural trees are routinely torn down at the start of construction, and few are replaced. On public land, the city is low on funds for arborists. We need to take care of the trees on city strips in neighborhoods. Often, these are not replaced when they die. In parks, to reduce mowing, designate some areas for sports fields, and plant low-maintenance shrubs and naturalized plants on the borders. The whole park doesn't have to look like a lawn.

The tree on the parking of my home is tilted and ripping up the sidewalk so its unsafe. City came buy to trim it but did nothing about the tree's irreversible tilt (like cut it down) or the sidewalk. Helen Boosalis' tree zealously has left us with way too many trees in unnecessary places.

O street, 17th to 27th...tear down and re-do.

I think over all Lincoln does an okay job, but I'd like to see more invested in these historic neighborhoods and business areas. There's so much potential in all of them. It would be wonderful to have many destinations like this to go get dinner, get a unique gift, get coffee, etc.

Wilderness park and Pioneers park contribute majorly to my quality of life in Lincoln and I've heard similar sentiments from other people who aren't from this area originally. Preservation of older neighborhoods (near south side) seems very strong. The older businesses in the downtown have so much potential, but it seems that many of them are vacant or not used well. The downtown is littered with chain restaurants that strip the city of a sense of charm.

Sometimes we go too far in preserving old structures, for example, the Industrial Arts building. I mean, please. We can't save everything.

Historical features are important, but sometimes they have to be let go or the public needs to show their support for rebuilding/repairing it. If the public doesn't step forward with private money, then maybe it isn't a priority. We have trees and many are nice, but in recent years we have had to cut maintenance budgets for them. We either have them or we don't. You can get by for a few years, but eventually they will need attention or will need to be removed either before or after a storm.

More attention should be paid to enforcing maintenance codes for run down properties.

There are so many outstanding houses, business buildings, etc... near downtown that look decrepit. It's so sad because these buildings could add so much character to our city. Lincoln is doing a better job of making downtown look good, but we could do so much more.

It is high time to rip out some of the crappy, junk housing to make room for new housing in some of the older areas that actually are close to most of the jobs in this town.

27th street needs widening from South St. to Hwy 2

Philosophically, Lincoln should build on our strengths, not try to import what is less Midwestern, less Husker and less inherently Lincoln. Our community is characterized by our State Capitol, by the University, by our insurance headquarters; by our schools, and by our churches; and unfortunately by our shopping which is represented far too much by tired, boring corporates with zero local flavor and too little by local Mom & Pops. Attempts to fire the City Forester also gives the wrong perception of the City's attitude about parks and trees.

Preservation of older neighborhoods and business areas has improved, especially along N. 27th Street from O Street along the residential and commercial areas to Cornhusker St. Like to see mature trees preserved. Too bad they all had to be removed where the North Forty golf course was located near 84th & Adams St.

Lincoln's tree canopy is headed toward crisis. Within 20 years, the tree canopy will be ruined, perhaps beyond repair. This will make a city like Lincoln unlivable out here on the open prairie. (Omaha is by the Missouri River and trees grow more naturally there.) Sensible forestry techniques must be brought back. A drought plan to protect street trees needs to be developed and implemented. The City needs to invest in removal of old, diseased trees, and replanting. Older neighborhoods and business areas need TIF investments in infrastructure to attract reinvestment by individual home owners and developers. Why invest in an area with ceramic sewer pipes?! Initiatives to get power lines underground are needed. Apparent redlining of neighborhoods should be investigated. The City needs to value its historical and architectural assets by placing preservation into our codes and zoning.

The combination of the drought and budget issues have been hard on trees and parks. We need to do better. Maybe focus on an adopt a park program the way Roads have groups adopt a highway. Residents/businesses could help with mowing and upkeep so the parks can be enjoyed.

not enough people to work and parks and keep trees up and the grass growing and bathrooms run down in

The deletion of the arborist from the city budget is well known. Older neighborhoods are preserved more through their own efforts than by any city support as far as I can tell. However, the Haymarket and other "features" are well-maintained.

There are times when the City pushes to preserve an older house or building that truly has very little historic value or beauty.

Parks/street trees is way underfunded.

Lincoln does better than many cities that I am familiar with regarding the number and character of its parks. I should add my heartfelt thanks to the Friends of Wilderness Park. The city also has done a wonderful job of creating and maintaining hiker/biker trails and in helping to preserve trees along roadways.

Preservation of older neighborhoods: I think Lincoln is improving on this, with its revitalization of the Antelope Valley area. If only the neighborhood south of the Capitol could receive the same facelift. City tree and sidewalk maintenance should also be improved upon.

Continue to focus on smart growth and maintaining what we already have. Do not make the Omaha blunder of sprawling out into strip malls and tacky McMansion developments. Lincoln already has enough sprawl on the south and east sides, so take care not to let this metastasize the way Omaha did on their west side.

More needs to be done to protect the Haymarket and the South Bottoms Historic District from flooding. Should find a better location for the proposed ice rink other than in the flood plain.

Again who is Lincoln and Lancaster Co?

Would be nice to see enforcement of codes in place:, Too many are parking cars on front and side lawns in violation of codes, ruining lawns and creating an unattractive scene. Too many leave junk/trash all around their houses/garages that sits for years. Lots of litter around the city...we grew up with the litterbug teaching us!, RE:, parking--many are also putting gravel/concrete in front and side yards and making parking 'lots' in residential areas in violation of codes for extent allowable for parking. This is detrimental to other neighbors' and property values. Some talk about 'tree tenders' to have citizens take responsibility for watering street trees, etc. Not a bad idea, as long as the people are educated about the importance of proper care for the trees. I have seen numerous times that people cut down city trees or pulled them out just after planting. Those are trees of the 'people' and that seems to be a violation for selfish reasons.

Money is frequently an issue in any kind of preservation. If the property is private, the city and county have fewer options. The budget for trees had been curtailed of late, so private owners will have to take more responsibility. The city and county could work with the NRD, tree farms, and other sellers of trees to facilitate group purchases that would be a win-win for both buyers and sellers.

I still think newer neighborhoods get benefits at the expense of older ones.

functionally useful and generally attractive buildings should be maintained but only at reasonable cost. Architecturally "important" and historically significant facilities should be maintained if possible, but only at reasonable cost to the community.

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keep trees out of power lines

Lincoln is still unique, in that, as my then-husband said in a call to me when we were planning to move here, "There are no slums." The neighborhood actions on horrid houses spoiling their areas are examples of good things - to me. The Antelope Creek development and the areas around it are wonderful, no matter what the complainers say. I do think the preservation guidelines could be more flexible some times. Friends in East Campus bought a lot on which they wanted to build their retirement home (having lived here for some 20-30 years and wanting to stay in the neighborhood). They were unable to build a home with an attached garage because of the 'character of the neighborhood.' So who would want a home without the garage attached in this climate if they were planning to live there until they died?! (Eventually a couple, one of whom uses a wheelchair, bought and built there-with an attached garage.) I'm really unhappy that our neighborhood lost this couple, who

Why were new trees planted on A street, North side, between 56th & 70th. Won't they have to be removed for new utility poles? Did not appear they were even necessary.

Widen the streets!

I think that the city preservation efforts have run amuck. Saving the triplets, naming most of the country club neighborhood historical is over the top.

Lincoln's parks are a blessing and a curse, there are a few too many and more importantly several are way too big so we don't have the funds to maintain them but SOME green space and trails definitely enhance quality of life. Why not more ball fields in very underutilized parks like Trendwood, Peter Pan etc. etc. etc. etc. It is beyond ridiculous to me that a city like Lincoln, which is replete with available land on the edges of town in several directions has never put together a large baseball and/or other complex like soccer to attract big tournaments and resources of those who would be here. We are landlocked but that is only self-imposed so not only do the people and their kids who live here "suffer" a bit from that (play too late of games etc.) but as important we completely blow a solid economic development opportunity for business again because we have got to "do it downtown." Does that really make any sense?

Maintenance of trees along streets? I didn't know you really did that unless they were high traffoc areas. I thought the city got rid of their arborists.

trees do need to go, in areas so that you can widen streets

In cases where private citizens have determined that they want to preserve Historical an Architectural Features of buildings, I think the City has not stood in their way. If the City is involved in the preservation of older neighborhoods at the expense of other neighborhoods, then there are probably some issues that I might disagree with. The city should not prevent older neighborhoods from maintaining themselves.

Too many conversions of historic single family homes in the older parts of time into cheap apartment buildings which creates parking issues in residential areas and properties that are not well maintained.

Lincoln has lost a lot of trees in recent storms that have not been replaced. We need codes enforcement in neighborhoods and commercial areas. Vacant houses & businesses should not be allowed to be abandoned and deteriorate to the extent that they blight the rest of the neighborhood.

I have to lay some share of resposibility for older businesses appearances on the slumlord owners who have no incentive to make improvements that raise property valuations and resulting taxes. Policy changes may be called for in older areas to encourage improvements. Trees are a sad subject, being a low priority for years despite the cooling and air quality benefits they provide. We need to support the urban forestry in this prarie climate.

Too much emphasis is placed on preservation of historical and architectural features.

I believe that the Forestry section of the Parks Department has not been a high enough priority. Funding in this area should grow to deal with the increased size of the City and the increased numbers of aging trees along the streets.

you again got rid of the train station, how much more do you need, and the crsppy trees, you need to come and clean my gutters every year because of the many many little leaves thatfall from those crappy trees

Aside from government buildings like the capital, it is not the city's business to maintain historic character of homes or neighborhoods. They can help if they want, but it's not their place to mandate it. As far as trees, ok I guess. I don't notice tons of dead ones. For the love of god stop putting in Ginkos, they're ugly. I don't care what magical air-cleaning properties you think they have.

Lincoln is a small town with all of a small town's good qualities and lots of good qualities of a bigger city as well such as the Ross Theater.

During droughts it seems a waste to try to get new trees started. Wait until the drought lifts.

so what is the role of city government???

Let's not over-preserve the City to the point that we are resisting positive change. If we are protecting a building from becoming a parking lot, then great; but if we are protecting a building or neighborhood from a good development that includes higher density or mixed use, then we need to weigh the positives and approve something that achieves positive change.

History is important. It's what gives our community character. You have to make the decision everyday to maintain it. You can only decide to destroy it once.

The city has done a VERY POOR job of maintaining the islands with shrubs, trees, and bushes that were planted just a few years ago. Many of the islands in the streets have been reduced to just "mulch" instead of the beautiful ornamental trees, shrubs, and flowers that used to be there. It seems like they want to just take care of the islands along "O" street and downtown and let the others look like crap. 70th street south from Pioneers to highway 2 is a classic example of this. The islands used to be planted with many beautiful flowers and shrubs and the lack of care has caused them to die off and NOT be replaced. Now they plan grass islands for Old Cheney without any trees or shrubs in them.

I guess it's well known by now not to mandate planting only 1 kind of tree along a street. And we'll have to pay special attention to how climate change is affecting which trees will flourish or die. Be aware of slip-ins in older historic residential neighborhoods.

Having lived and taught in older neighborhoods, I feel that the large amount of far-flung suburban development has contributed to the deterioration of the older neighborhoods.

maintenance of city trees along streets and parks appears to be more of a function of budget than city desire

"Preservation" of older business areas should not be the focus as much as encouraging their modernization and rehabilitation. That requires that they be able to expand. Unfortunately, in most cases, that will involve removal of some existing residential uses, but if older neighborhoods are going to remain viable, desirable places to live, the commercial goods and services available in newer areas must be available. That means enabling expansion/construction of buildings to modern standards, and provision of parking as well.

There are too many old, damaged and dying trees. Fewer trees would be better.

It's frustrating when we hear of progress being impeded by some stupid historical something-or-other. If an item or building has historical significance so much so that it impedes development, then it would be valuable enough that private entities (not the government) would consider that for economic gain.

Lincoln's historic neighbourhoods are being neglected it feels, I see more historic houses being torn down and not taken care of, the neighbourhoods looking shabby.

I do not see much replanting, but I do see many trees coming down. Also, parks are unmown and not available to children in that state. The near south neighborhood has too many dro in apartments.

It must not take much to be designated a "Tree City, USA."

Historical preservation is important, but so is commercial growth in response to population growth. Commercial growth / maintenance in existing urban areas seems depressed to almost non-existent other than Haymarket.

Keep this place green!

When I open McKee's books on Lincoln and see how many landmarks were destroyed in the last century it makes me sick. Downtown Lincoln has no character or strong architectural theme. Neighborhoods have to fight to keep their character.

Again, wasted tax payers monies. Why are there even trees, etc. on the roads when they either burn up in the summer or die due to the cold. Save \$\$\$\$ and just concrete it. I don't believe in preserving something just because it is old. An actuary should review the numbers and only economically sound issues should be pursued.

The downtown of Lincoln is the absolute heart of the city. Its not so much the case in Omaha where its hard to say where the most activity is. But in Lincoln its clear. And we should keep it that way.

Neighborhoods are critical to the character of Lincoln, a sense of history gives people a sense of belonging, and from the time I moved here, it has reminded me of the small town where I grew up. I am afraid we are losing this quality. There is nothing wrong with growth, but it needs to be smart growth. Housing developments should reflect the type of qualities that our older neighborhoods present, encouraging people to walk rather than drive. Downtown should be a true business and retail center, with the public transportation system to support it. Malls and shopping centers should be designed to be elements of the community, rather than just places to shop. They should include park areas, both outdoor and indoor, where families can gather, whether they are there to shop or not. They should be in locations and designed to encourage pedestrian activity around them. Somebody had to draw up the plans for these shopping centers, it should be the people in the community that have to live with them. We need to continue to work on the above issues in Lincoln.

Older areas have the most uniqueness and character - city doing better now at preserving these areas.

I think keeping the older neighborhoods and business areas vital is important so keeping the character of a smaller, friendly midwestern city. Sprawl and chain stores found on the edges of town detract from what makes Lincoln unique.

Many trees were planted in 2012 but they were not watered and many died. I understand the need to conserve water but I think the expense of buying those trees and then having to replace them would be greater than the cost to water during a dry summer.

The Jiffy Pop Arena is an eyesore, and a real architectural detriment to the preservation of our once- historic district. Lincoln's trees are an asset to the city and I appreciate all that is being done to maintain and replace them. Creating investment incentives in the center of town would be a bonus--lots of people would be happy to move back downtown if the area were improved.

I think the Historic Preservation committee generally does an adequate job considering their constraints. I think the resources available in target neighborhoods have been useful in helping stabilize older neighborhoods. Designating business areas as blighted has helped with those areas as well. I think there could be better tree selections along streets. When I lost my elms several years ago, I really struggled with the choices I was given for a replacement tree from the city. They were all either too tall (I have power lines), or a questionable species. Given the choices I had for a replacement tree, I ended up not replanting one at all.

Lincoln is relatively compact and I believe we should strive to maintain that pattern. It is relatively green, though we are falling behind on planting and care of street trees and area devoted to parks. The availability of parks, large and small, is going to be a community value that only increases in the future.

Sturdy native Nebraska trees are vital to beautification, appeal, recreation, and coolness of the city. Trees assist in cleaning the air and reduce CO2 emissions. If there are open grass easements along roadways, railways, parks, or streets that do not have trees growing, there would be value in planting of trees in these areas. Lincoln could have an even greater appeal to have an obvious and noticeable amount of trees planted. The city has done much work in planting trees, but I noticed last summer that many dried up. The trees outside Leon's Grocery on 30th and South street is an example. Perhaps there could be a more secure plan in place to see those trees are watered in their tender growth years.

Enforce building codes so properties don't become run-down.

Get that goddamn arena out of there.

Too many newly planted trees died due to lack of water.

It is astounding how many solid, historic buildings have been taken out, such as the Cultural Center at the University. Again, the older neighborhoods are becoming ghettos in a short time. I'm proud of my gorgeous "inner-city" house with magnificent woodwork, high ceilings and beautiful architecture.

Would love to see more trees and more maintenance, but recognize the toll (extra costs) that the drought and disease have taken recently. Pleased to see the "2 4 trees" program, so citizens who care about trees can contribute.

Streets - sidewalks - on/off ramps glass - trash - animal poop need attention

Good schools and shops but, poor work on parks

Would love to see more shade/trees downtown - use more older buildings and less new construction

Historic areas - housing not kept up

When driving around there are a lot of poorly kept up areas, both business and residential.

Blessed with good parks and bike paths for transportation/exercise.

Please share any comments you have about natural resources available in or near Lincoln.

Get the Lincoln Public Works Maintenance shops out of neighborhoods and consolidate them in an industrially zoned area. Sadly, although I understand the budget implications of mowing park land, the look of wildflower planted stream embankments and overgrown grass in our parks is a blighted look. Promote and recruit citizen volunteers for mowing jobs or get it back in the budget.

We need more out in the NW corner of Lincoln (Air Park). We almost feel like the black sheep of Lincoln. We have no bike paths to connect us safely with Fallbrook or the downtown area. I'm an avid cyclist who enjoys riding to work but the path is so very dangerous heading towards the airport or Highway 34, especially in the dark hours around 5 a.m., I tend to not want to ride to work anymore.

The support the city has shown for community gardens, etc., and the interest that businesses have in selling local produce, etc., are great!

Access to local food keeps getting better, and I hope the city/county continue to support that. We have some excellent parks & trails, which is one of the main contributors to my quality of life.

I've always loved Lincoln's efforts to improve bicycling, trails, etc., and hope to see that continue (including bike lanes on streets). The growth of farmers' markets and food coop programs have been beneficial.

So, I'm paleo. Which means I try to get 80% of my food from local sources. I joined a co-op, a CSA, and plan to shop at the farmers market this summer. So buying my own local food is great. It's much harder to get at a restaurant. It'd be great to have a few more restaurants serve local food and advertise that they do so.

In the field of natural resources, the City of Lincoln has dropped the ball and it is disgusting. 1) There is so little out of doors space to enjoy and what there is available is overcrowded, poorly maintained and unattractive. The land that is devoted to parks isn't desirable, it is some of the poorest land in the city. There are no places for people to get out side and enjoy, there are just weed ridden patches of un-watered grass. Get some camp sites, fire pits, more trees, more play grounds, dog parks, bike trails with grass next to them and not weeds. 2) Farmland is being continually developed into poorly planned housing developments. Please build up, not out. There is absolutely no excuse to see cultivated farm land being turned into gaudy housing with large, useless lawns. 3) The water ways through town are filthy. There is trash everywhere. Divert some money to trash cleanup and riparian buffers. 4) The farmers markets are full need to be more accessible by bicycle.

Condition and access to parks continue to decline as Mayor's and Council (pushed/supported) by the LIBA-5 cut funding year after year. Funds used to improve the systems are either private or grants, not City/County tax based. Pedestrian bridges have fallen down, and others closed due to poor condition limiting access to our parks. Sprawling development and big box shopping have devoured farmland inefficiently while return on the tax base to support our public functions has been minimized. More efforts to maintain, make improvements, protect our farmland, and maximize our tax base return need to be accomplished.

Lincoln has great farmers markets and ways to enjoy the outdoors!

The farmer's markets certainly make the latter feel more available. I feel good about how easily I can access locally grown foods.

-

Lincoln has many parks to enjoy the outdoors but does not do a good job maintaining all of them. The city should not be preserving farmland. Farmers should be using and preserving their farmland. Farmland is meant to be farmed it makes no sense to try and "preserve farmland" When it makes no sense to farm it it should be developed or if there is demand and funds available turned into a park. availability of locally grown food - Many businesses and restaurants provide locally grown food. The farmers market is not only a great community event but it also provides locally grown food and a place for new entrepreneurs to test their market. The city and county need not address this issue.

Along the hiking/biking trails, a wide swath of land should be preserved on both sides. Housing and commercial areas should never be built up against the trails. As soon as this happens, people begin walking down the sides of the embankments, eroding the ground, throwing trash, painting graffiti, dumping grass clippings, building sheds, and "clearing brush" by cutting trees that they don't even own. Keep the green areas green. Make a buffer zone between them and houses or stores. As the city grows, this is important. Those trails provide a calm, healthful getaway for people all over the city. They are one of Lincoln's greatest assets.

Is it really the role of the City to make sure there is an availability of locally grown food? NO it isn't. Let the market place decide.

Again let private industry create farmers markets and entertainment opportunities for lincolniters.

The farmer's market provides locally grown food and contributes to the culture of the community a great deal.

These are areas the City/County has focused on for years. The balance has shifted in this direction and they are all plentiful. There are many examples all around town with trails, focus on building upward rather than outward, Antelope Valley and farmer's markets all over town.

Farmers markets and community gardens help make locally grown food available. I'd like to see more local products in the stores.

Tax dollars should not be spent on food availability. Let the market handle this personal choice.

Farmers markets are awesome. Bike trails are awesome. It would be great to have more areas like Pioneers and Wilderness parks though...

Fix the bridges and make more bike paths.

Parks funding seems to diminish each year - what does that say about our support for "Enjoying the Outdoors"? Lincoln needs to support parks, ball-fields and urban nature. Farmland is more a County and State issue; as Lincoln grows, farmland will diminish. That focus should better concentrate on food distribution rather than ag

As the population in Lancaster County continues to grow, less farmland will be preserved. Need more outdoor activities such as trails and shoulders. Need to do a better job of connecting the trails with shoulders or more trails as more development occurs. Appreciate the local farmer's markets.

We have too much sprawl and this is adding to our ongoing municipal costs, as well as taking ag land out of production. More pocket parks would make outdoor recreation within walking distance of urban dwellers. More needs to be done about runoff and its impact on water quality in our streams and lakes. (I can remember when we could swim in Holmes Lake. Now due to runoff from golf courses, pavement, etc. that would be dangerous.) Nice to see the Community CROPS initiative take off, but needs more support by providing access to water for irrigation.

More farmers markets like the one in Havelock would be nice. Downtown does not have adequate parking to host the large one. Have them in more neighborhoods.

Let the market place determine the amount of locally grown food - if it's embraced, then the market forces will propel. Don't waste precious tax dollars chasing a whim!

We need more community gardens, especially in lower income neighborhoods. We have some, but not anywhere near enough. Retail grocery stores are needed in close-in neighborhoods and downtown.

We could come up with more affordable practices which would benefit everyone.

I utilize the parks and city golf courses on a regular basis. We are fortunate to have good courses. Unfortunately the 2012 drought was very hard on our courses. We cannot just let them go. There needs to be a way to prevent the loss of grass.

Parks in bad shape.

I was shocked to move here from the West Coast and find so little local food being sold. That has improved a great deal due to farmers' markets and CSAs.

Except for the loss of farmland due to suburbanization, Lincoln has done very well with respect to opportunities for enjoying the outdoors and in farmer's markets and other ways of buying locally grown food.

Pioneers and Holmes parks should be used more for city-wide events. Allow individuals, or companies to sponsor events there like Omaha does with the Maha Music festival.

Lincoln has an abundance of local farmers markets, but Lincolnites still get 90-95% of their food locally. We should invest in small, local farms and food distribution systems to improve this fact. Our natural resources are also important; some work is being done to improve it with LPlan2040. However, I don't know if anything's being done to limit urban sprawl, which depletes our natural resources and is environmentally and economically unsustainable. Farmland should be preserved, with preference and assistance going to small-scale farms that follow organic practices and are bio-diverse (not to mono-crop farms that spray petroleum-based chemicals all over and drive its products out of state).

The decision to shut of water on the public golf courses was ridiculous, along with recommending that residential areas shut down watering completely and that both areas the grass would just go dormant and be revived once it rained or watering resumed. You have ruined Lincolns golf courses.

Ignore naysayers with conspiracy theories about sustainability and Agenda 21. Natural resources must be carefully guarded, and Lincoln should make a sustainable future its top goal as a community. Our local farmers are good to us!

Thanks for trying out vegetable gardens in certain city parks. Very innovative.

Again who is Lincoln and Lancaster Co?

Front-yard food gardens should be made an easy plan, with instruction or guidelines easily available. Same with rain gardens, rain barrels, prairie/sustainable gardens that are drought-tolerant and require little use of chemicals and even little mowing. Good to consider that greenspaces in commercial areas be planted only in native, drought-tolerant and sustainable grasses and plantings. We are long past the time of flat, green, square/rectangular lawns that require lots of water, chemicals and other maintenance. This is a virtual travesty in these new times of drought and climate change. The 'times' beg us to make changes, personally, and in the business/industrial/gov't properties. The idea that the newer libraries have been using is great, and certainly helps in other areas, such as insect/bird/pollinator habitats.

if I do not know I check neutral

We could use more city parks. Developers could be coaxed into setting aside land for such purposes if there was a trade-off of increased housing density on other parts of a land sector. We have several farmers' markets within the city that seem to serve their purpose well. Water as a natural resource could be better used by requiring plantings that require little water during the summer--no more Blue Grass (only Buffalo and deep root fescues). Ban the use of water for lawns.

Community CROPS does a good job of promoting local food. It would be nice to have more retail grocers who insist on using local produce rather than trucking in from 100s of miles away.

I love it that folks can now have chickens!

I am a small business owner.. I like to buy local and I think that it should be supported and encouraged. And people who don't realize the importance of it need to be educated about the benefits.

If it makes sense for food to be grown locally it will be. I don't think that the city needs to be involved in that decision.

The fact these questions are being asked is an indication to me that, perhaps, the city is meddling where it shouldn't in many cases.

Nebraska has plenty of farm ground. What we need is more jobs and more people to live here. give up some farm ground around Linocln and lets get this town moving. Get the south beltway going quick and this would local food should be a huge priority for Lincoln if we think our health is important

We should encourage more locally grown food among other things. I think the city has actually gotten away from "local" even in hiring engineers, construction, etc... focus on LOCAL small businesses!

Questions do not make sense. If you way something is not important then you ask how the city is doing. Stupid questions

The city has no business trying to preserve farmland, or natural resources. Locally Grown Food should not be a concern of the City. The fact that you are surveying about these topics means that you are doing a poor job.

Expansion of farmers markets and community garden opportunities would be beneficial.

Again, it's Nebraska, there will ALWAYS be outdoor opportunities. We're not in freaking Rhode Island here. Stick with the parks, keep you city noses out of the rest. I like local food, but it's not the city's place to get involved except get out of peoples' way. let the market decide on that.

There should be more natural areas for hiking and enjoying nature closer to downtown.

Again - just what is the role of city government in these private activities?

Not much of true local food movement here yet. Farmers' markets are great, but not year-round.

One sentence...City Market in Kansas City, open all year, every weekend and more.

Local food is one of the most important issues of our time! I go to the downtown Farmers' Market weekly and we belong to a CSA. Would like to see city help facilitate local food in the public schools. I use the parks regularly. They need to be funded--i.e. bridges of Wilderness Park replaced.

Although all of these are very important -- it doesn't get much more important than food & clean air -- I admit I don't know much about what has been done to help in these endeavors.

There are lots of natural resource areas however there is insufficient budget to support them. New developments could be built to be much better for conservation of natural resources (i.e. conservation design)

Availability of locally grown food is nice...during our short growing season. We enjoy a much better selection of fresh fruits, vegetables, etc. now than we did in the past due to improved distribution on non-locally grown produce.

On the trails one of the things I enjoy the most is the natural land and the trees, lately I have been seeing more and more trees coming down, making the trails less and less attractive and bland. More land is being cleared for "development" but then nothing comes up and all there is left is barren land.

Locally grown produce will keep prices down and nutrition and safety up

Lincoln needs another Pioneers Park. The bike paths in and around the city are great, but more could be done to improve their usage.

I grow as much of my own food as possible; its good to see more local foods available too. But all the other foo-foo crap one has to wade trough at so-called farmers' markets are a waste of time.

I love pioneers and wilderness park. We need these types of green space on every side of the city. And then build inward.

We're doing okay in this area, but we should be doing better. Just like we need to stop tearing down historical buildings and neighborhoods. It would be better to restore than to replace, better to replace than to build new, and better to build new that reflects our older neighborhoods, rather than the build homes and businesses that are only concerned with accomidating automobiles, rather than the people that live and work in them. Keep things on the human scale.

We need to continue to work on the above issues in Lincoln.

Community crops and similar organizations help with encouraging growing food in an urban setting.

Opportunities for outdoor activities other than organized sports are very important.

We are constricted by what the market place determines and it's a challenge to encourage and foster certain desired outcomes

Living near the new Antelope Valley project, I have to give high marks to the first category! It's a great place to walk and bike, and just enjoy the outdoors right in the middle of the city! I also still enjoy Pioneers Park, and the other (albeit limited) green space we have available. I do think Lincoln could use more green space; across from my house, for example, a house was torn down (before I moved there) and a nice little park was created. I would love to see one of those every few blocks. I'm anti-factory farming, so preservation of farmland is low on my list. I love Lincoln's farmers' markets, but I really think we could support more of them--either more locations or more days of the week. I know several have started up around town and not really lasted, but I think more resources should be directed toward the establishment of an even stronger market system. Wouldn't it be great to see a location dedicated to an open-air market held every day?

I live in the Country Club area where there are many magnificent trees, but also trees that are being removed and not replaced. For aesthetic and environmental reasons, I would like for the city to educate citizens to the importance of planting and caring for trees.

The Pioneers Park Nature Center is critically important to the education of Lincoln's young people about the natural world, the nature of this particular place, and all the ways the welfare of human beings is dependent on natural resources. It is egregiously underfunded. Instead of sticking some clumps of prairie grass in downtown Lincoln and calling it education about the ecosystem, the city and county need to make it possible for many more kids to get out to Pioneers Park and begin to understand the interrelationships and complexities of how the natural world works.

I love the farmer's markets and I think there should be more of an emphasis on attending and their availability. I think Lincoln does a good job of showing people the availability of the outdoors in a place where a lot of people believe there is no, or little, opportunity to do so.

Please give any kind of support possible to the courageous entrepreneurial organic farmers in the area.

Trash, glass, animal poo

None

Love the Farmer's Market

We need a permanent farmer's market (year round)

Lincoln does well with bike trails. More of parks need to be mowed so people can use them. Not too many people walk or picnic where grass and weeds and trees are knee deep.

Open space is attractive., Good that city is expanding in all 4 directions.

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 ad 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 within 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 a lot 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 congestion 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

Please share your impression of whether Lincoln and Lancaster County are meeting your expectations of a great place to live.

Lincoln has really almost expanded to county limits and thus, merging of services must be considered as a cost saving measure. I am talking about roads and street maintenance as a place to start. Redundancy and duplication of equipment and related expenses is unnecessary and unwarranted in this time of budget restriction., Also, the planning dept is very good, but the BUILDING AND SAFETY division needs a lot of improvement. It is infiltrated with old boy attitudes and stupid regulations. It could be updated to our needs and should be given attention as it is fairly broken, in my opinion.

I do love living here. Lincoln is growing and the streets and trails need to be updated to support the masses.

I used to think Lincoln was not that exciting. It's not as big as Omaha, with less going on, but it wasn't a small town either. The only thing people can think of when they hear "Lincoln" is "FOOTBALL!!" and that annoys me. In the last few years I have come to love my town. Lincoln really has a lot to offer. There is a growing community of artists and cyclists and young people doing interesting things. There are tons of small businesses succeeding in this lovely town. I am proud to be a part of that.

I love living here and think it's an exciting time for Lincoln with so many things in the works. Please keep it up! And thank you for asking.

YAY Lincoln! Keep doing good work. Focus on keeping Lincoln natural and accessible and it'll be great.

Lincoln tries to talk the talk, start walking the walk. The city has potential, but it seems like a lot of money is being wasted. The public libraries, museums, and zoo are wonderful. There are so many good things to do in Lincoln, but to get there we need more alternatives to car travel. We need more parks and better care for the parks. If that means tickets and taxes then so be it.

Lincoln and Lancaster have and continue to do a lot of things right, however, good implementation has not always followed. Most problem regarding implementation can be traced to the politics that existed at the time, but to the extent planning, parks, public works, urban development, LAA, and the County can positively educate and influence politicians to make intelligent decisions the better the future of the City and County will be.

It's ok for me for now but not planning on spending my retirement years here. I will retire in 4 years and I will be moving.

Quit worrying about saving a penny or two on our property taxes. Sure, there are numerous people screaming for less taxes, but Lincoln has done a fine job the last decade keeping the city portion low. We need to increase a small portion to fix our roads. I deliver Meals on Wheels and am driving all over town. I am so surprised how bad our streets have become. It's everywhere too, except recently with downtown. That is excellent and needs to happen in more areas as soon as possible. Try to get a street bond voted on again, as the one several years ago was doomed from the start. Citizens now know the streets need major help. The Haymarket area looks fine. Hopefully the recent development will spur more private investment. Lincoln needs more private investment. While we are a large "public" city we need more private funds. I think we're getting there though.

Lincoln certainly has found it's way since having an identity crisis in the late '90s and half of 2000s. It's really a great place to live and is one of the golden stars of the country at this time. Progressive and forward-looking. There's always room to improve and I'm sure Lincoln, as forward-looking as it is today, will get it done!

Being a federal employee, I understand the limitations of time and budget the department faces, but I do feel that more can be done to improve our communities overall appeal and livability.

Not remotely. The focus of the Mayor and most of the City Council is on irrelevant issues. One example is Antelope Valley. I love the new design and it is a beautiful park to run and walk in. The problem is I have no reason to go down there because the park is so far from work/home. If the city fulfilled the second half of the deal and actually tried to recruit business there, not just relocate an existing one, I may actually visit it more., As one of my friends put it:, Art is great, but if I don't have a job, who cares.

There is a trade-off between wanting lots of services to make life and Lincoln great, and the cost for those services. People say that Lincoln's real estate and sales taxes are high, but they also want great services like police, fire, libraries, parks and schools. Taxes are the only way to pay for those things. I have heard stories about the horrible experiences people have when trying to build in this city. Too many roadblocks, requirements and restrictions. That whole process needs to be revised and streamlined.

I love living here and do not wish to leave! Thank you for your work and consideration of my opinions!

The city must remember Balance. Lincoln has done great things to attract new business and employers but the city cannot make these efforts at the expense of current established employers. The city must make changes and make way for future land uses and development interests while still prioritizing the interests and needs of current land uses and employers.

This website is too wide for my computer screen. If I didn't know how to use the "control + or -" function, I would not have been able to access the check boxes on the right-hand side (those that read "very important"). People will be discouraged and quit taking the survey if you don't fix that.

I love this City and the job that the City of Lincoln staff does to keep our City thriving in tough budget and economic times. However, there is room for improvements. I would like the city to continue to have the vision to continue to move us into the 21st century. We have invested in some good ideas. I would like us to take some chances on even better ideas, including a downtown shuttle that can dramatically increase ridership and the efficiency of our garages.

overall is working well and much better than in previous government. Still need to work with neighborhood and cultural/ethnic communities about expectations and learning to take care of our city. It is also important to work with students groups (school age and College) in projects that will validate their involvement with the city we all live and love.

Utilize TIF funding to encourage in-fill. Don't need to be overly regulatory but instead provide economic incentives for people to choose to live closer to work. A switch towards more mixed-use zoning will help with this as well. It should be possible for every school child to safely walk or ride to school. It should be possible to walk or ride safely to every park in the city.

I worry that Lincoln is trying to be too much like Omaha. If we aren't careful, we could become Omaha (with all the pros and cons of that city). While it's always good to look at useful examples, we should be making our own unique future. I wish we cared more about parks and libraries than we currently seem to do. Also that there was more of a focus on folks who aren't doing so well on the bottom end of the economic scale. It's sad that there are no paved roads around the City Mission, for example.

I really feel housing in Lincoln could be a lot better for those in the 100-120% income limits. They are just making it and the new construction that is being allowed is sad.

Lincoln has a lot of potential and its greatest resource are the wonderful people who live here. I've found ways to enjoy living here, but don't plan to stay after I finish graduate school because it doesn't provide the type of lifestyle I'm seeking. Lincoln could definitely develop this and should look to cities like Madison, WI and Ames, IA for ideas on how to do this.

I have visited all 50 states and many foreign countries. I know how lucky I am to live here. You couldn't drag me out of Lincoln.

Lincoln and Lancaster County is a great place to live. There is a lot to brag about in Lincoln, but too much of one thing isn't sustainable. Will the bubble burst? These are all popular buzz words, but it is good to take a look from another perspective. Those who are stealing from the cookie jar are not going to want to stop, but it may be the responsible thing to do. This doesn't mean going back to a method of doing things like what we see in China, but balance can make for a well rounded City/County.

I would like to see less emphasis on sports facilities, industrial parks, etc. and more emphasis on making downtown livable and viable, making public transportation more useful, and restraining urban sprawl.

We need an east bypass from I80 to Hwy 2 to get semi trucks off 84th street!

Lincoln is the best town in the country so our problems are really not very significant compared to other places. But by having high expectations we can stay better.

Jobs, jobs, jobs! And not minimum wage, service jobs. Lincoln so wants to be a real city but is stuck in the 1950s and always will be nothing more than a small, hick town unless some new ideas are put into play. Look at the shopping/entertainment area that KC has around the Cabela's/ball park/speedway. We could easily have something similar if you would take your heads out of your asses and stop questionable development of the downtown. The world does NOT revolve around Husker football, UNL, and the financial interests of certain City Council members.

Lincoln is a great place to live. While there is always room for criticism the size of the community with a major university and state capital is working out well.

"Great? Great seems at least a little extreme, but I live here."

Overall yes. Property taxes are outrageous. I have never lived anywhere where they are as high as in Nebraska.

As stated the Taxes/wages in local area and state are not promoting much grow especially with the younger people

As stated the Taxes/wages in local area and state are not promoting much grow especially with the younger people

Downtown redevelopment efforts are a good beginning. Get an anchor department store now.

I love Lincoln and the progress we've made in the last few years. I hope to see better infrasturcture in the near future, specifically a fiber optic internet service to provide home owners, business owners, and university students with high speed internet. Also would like to see a N/S bypass and E/W beltway happen sooner than

Movement of traffic seems to be my biggest concern.

I think we could do better.

The Country Club bottleneck on 27th street continues to get worse as traffic to teh south end grows. The wealthy and influential have no right to special treatment! Grow some balls and widen the street. The building inspection department has saved my neck from a corner-cutting contractor. they were the greatest!

Overall yes.

Lincoln is a wonderful community and I appreciate the balanced approach taken by our city. We value things historical while being open to new development. It is an exciting time to live in Lincoln, NE.

Yes.

it was a great place to live and raise family

Traffic Congestion is TERRIBLE in Lincoln, while Omaha has mastered it. There needs to be a better way to move within the city of Lincoln, and in the 22 years I have been here, NOTHING has been done.

I love living in Lincoln, but rarely drive or shop "downtown." Instead I circle the outer edges and shop in the south part of town. I run/bike on the rails to trails and the paved bike trails all in and around town. I love the trails! Good job, Lincoln! The paved trails are awesome when the limestone trails are wet or snow covered.

too many pot holes of major size

I have lived here all my lift and enjoy all aspects of Lincoln and enjoy its continued growth and update of facilities and appearance to outsiders.

Lincoln has been my home for over 30 years and it always will be.

Regarding contact with the Planning Department, I was a member of the Lancaster Ecological Advisory Committee for a number of years, including doing a county-wide survey regarding use and attitudes about city parks, especially Wilderness Park. I am currently a member of the Bennet Planning Commission and as a member I have had very useful contact with the Lincoln Planning Department about the development of hiker/biker trails.

The city and county need to be more forward-thinking and should incentivize entrepreneurship. More community activities like- summer festivals and family activities. It seems like there are way too many barriers to move projects and ideas forward. Lincoln needs to take more risks- take a page from Omaha's book. Let private individuals do good things for the community, instead of discouraging it....

Make Lincoln and Lancaster County green! Please invest in a sustainable future for current and future residents. Keep doing what you're doing, and continue to focus on the items of real importance for our future. Do not be bullied by the LIBA crowd, Jane Kinsey and the spawn of the "No2Arena" gang. Bowing to the old money or the elite of the wealthy neighborhoods on the outskirts of town will lead us down a dark path. Overall, Lincoln is becoming a great city and I hope the trend continues.

Thanks to the Planning Dept. for generally erring (rightfully) on the side of too much info to too many people on planning actions. The Lower Platte South Natural Resource District, on the other hand, should do a better job of engaging stakeholders in proposed NRD actions like the Lincoln to Omaha trail and the dry dam proposal for Waverly flooding challenges.

I do like Lincoln. I am saddened by the 'me first' attitude so many have come to adopt. I am also saddened by the change that makes it not so safe as it was even just a few years ago. Gang activity, people accosted just walking along, or on bike trails, seems to be a more recent phenomenon. We have alot to offer, but that shouldn't be a part of it. Perhaps we are growing too quickly; perhaps it is different social mores as we become more diverse. Whatever, this makes it uncomfortable for me to walk and bike as much as I used to and feel safe. It's nice enough. Lived here for decades. Nevertheless, it's not as wonderful as folk would have you believe. We could do with more basic services and maintenance of way than we have been seeing. For instance, every few years, the city plants trees on street by my house, then nobody waters them--and they die. That's always puzzled me.

Lincoln and Lancaster County are great places to live if you have a car. If not, you are afoot evenings and at night--making the downtown entertainment areas inaccessible. More cabs has helped that, but they are expensive for lower income people. I like the way Lincoln and LPS have doubled up on some library facilities--smart move. There could be more sharing of resources of that type--gyms, pools, classrooms for meeting, adult classes (even during the daytime), etc.

Generally I do think Lincoln and Lancaster County are great places to live. But unless we put more resources (and that means higher taxes) into maintaining the amenities we have, we will go downhill.

I'm pretty darned happy, although I do regret losing the Haymarket area to the sports, hotels, etc., even though I recognize it's probably for the best for keeping Lincoln vibrant and alive.

Need to address the infrastructure of all the neighborhoods, sewer light poles, etc. and do something about vacant and dilapidated structures.

Need to address the infrastructure of all the neighborhoods, sewer light poles, etc. and do something about vacant and dilapidated structures.

I choose to live in the happiest place in the country because I settled here 50 years ago and have become acclimated to all its quirks. Besides, just a short drive to Omaha allows air travel to anywhere in the US and beyond.

The city of Lincoln has committed so heavily to downtown and UNL that the rest of the city will continue to see a degraded level of services and street systems for the foreseeable future.

I love Lincoln. I lived in Omaha for 3 years and missed the safety of Lincoln. I think Lincoln needs to work on a few things.. but overall I am not leaving and I don't want to and I think it is a great place to raise a family.

No. Need an "independent" City Manager. City has too many layers. Can't get to the facts.

Yes for the size and what we offer, however the access to various parts of the city are not good and I hear that from alot of people including visitors. Haveing some type of connected 4 lanes around the entire city would help.

I love Lincoln. Widen the roads. Put the bike lanes next to the sidewalks downtown (look at DC for examples)

I have enjoyed living in Lincoln for the past eleven years and have found this to be a very attractive, exciting, alive community where I live, play and work. I believe that this can only continue to rise in attractiveness for future residents when we continue to grow Lincoln.

City Council are a bunch of lying jerks..ie Gene Carroll! Tax cheat, property tax fraud & lies about how to lower taxes in campaign and then raises them two months after elected...PATHETIC....& the Mayor touts him as a great leader...JOKE!

Lincoln leaders need to do more than place all their growth focus with in a few blocks of downtown.

Poor survey. The questions cannot be answered the way they are worded. The survey asks how the city is doing on bike trails for example. The answer depends on my position on the issue. I might say your spending too much resources on bike paths. So if I say poorly does that indicate I want the city to spend more? NO. This survey tries to slant the results in the direction they want it.

Too many policies has allowed bureacrats to rule the City. We need more bike lanes and need to encourage strongly home grown foods. Move to shift lawn expenditures to food growing expenditures. Stop only giving money for downtown - put more energy into revitalizing outlying areas. Take traditional development and force the changes before building, even if agreements are in place to force more gardening and outdoor activities year round.

I'm disappointed in the street maintainence. I hit a pothole near the State Penn and broke a spring that punctured my tire 11:30 at night coming home from a 10 day business trip. You don't know what I was thinking about the city that night. I work along 56th between Old Cheney and Pine Lake Rd and have to deal with the same crappy roads several times a day. Now that I have a new car, the city will get more tax money which I cannot afford right now. I wish I could bill city for the work that needed to be done on my car!!! That is the largest complaint I have as the city "beautifies" downtown. It takes FOREVER to get out of the parking lot from work that I have considered looking elsewhere for a job! And the city doesn't think this job is important enough- fixing this roadway, adding lights! I left once and came back for this job- I'll leave again. Indianapolis was SO MUCH BETTER!!!! Imagine a freeway to get you anywhere you needed to go! WOW- novel idea that this city

Too much government. Too high taxes. You cant say that you support affordable housing and then tax them the highest in the state with impact fees.

My impression of the Planning Department is that they consider themselves better qualified to decide how the people of Lincoln should live their lives than the people of Lincoln. It appears that the actual people making decisions in the Planning Department do not and probably never had to depend upon Economic Development, because of the way they earned their own income.

Lincoln is an excellent community with lots of entertainment options, excellent shopping and outstanding city services. Having lived in Lincoln for the past 9 years the one thing I detest is you tax us to death. I realize services are not free, but ouch!

Revitalized and trendy older neighborhoods and older shopping areas are apparent in other cities (KC, Boulder, Chicago, Colorado Springs, Cincinnati's Germantown, Eureka Springs. What policies and incentives produce results, beside blighting for TIF?

Lincoln needs more jobs that pay well. We need to keep our young, educated people in Lincoln, NE. We need better street construction and repairs. We are fortunate to have great health care facilities, however, that may change with the passage of ObamaCare. That then may take a toll on the demographs of our city.

Lincoln has some homes and businesses that need to be either torn down or fixed up. If each business in Lincoln, would get a place to clean up and help keep it cleaned up and look nice, that would help a lot. Azalealand is a one place I am talking about, it has animals living in there and at night they roam the neighborhood and the place is a "pit". There are places like it that needs to be taken care of and if it is turned in, nothing is done, that we can see. There are houses that need to be cleaned up too. Some people need money, It is a great place to live, raise a family. Great schools for children. We can make it better.

Lincoln is a great place to live - don't muck it up with government regulations trying to achieve artificial goals. Free enterprise and free markets should be the driving force in growing and developing Lincoln, not government.

oh heck no and can not wait to find a home outside of each, because of the outrageous taxes and just plain stupidity of what goes on between you and the permit division across the hall.

Not once did you ask what it would take to create jobs??????? That is what drives all the other amenities that we have today. Vibrant productive citizens create a community not bike lanes.

It's pretty good except the damn taxes are ridiculous. Until that changes, first opportunity I get to move out of this city to an acreage, I'm gone. This city sticks it's nose into peoples' business way too much.

For the most part, Lincoln is meeting my expectations as a great place to live except regarding the bus system, lack of natural areas near downtown, and no indoor miniature golf course OR least an outdoor one near to

It is very pricey to live in Lincoln and Lancaster County.

The support of the Vision 2015 group was a monumental move to the positive....and away from the "development and developers are evil" mentality that Don Wesley instilled in his campaigns and administration. Let's be positive and optimistic and realize that the vast majority of Lincoln citizens want to do what's right, even if they take a different approach than those in power prefer.

Development of the south Walmart was unfair to that area. There seemed to be a complete disregard for the neighborhood and future development of the area. Otherwise, things are very good in Lincoln.

Lincoln is not paying attention to its roads, water lines, sewer lines, and things a city is truly responsible for to make it a great place to live. It also has a very high debt ratio and has revamped its formula to avoid an unfunded pension liability. Priorities need to be made and the items on this survey are not talking about them.

Lincoln is a great community, but think how much greater it could be if we focussed less on giving handouts to developers and building new fast roads and focussed more on making Lincoln a more vibrant place in terms of sidewalks, trees, mixed use neighborhoods, more housing downtown, and convenient transit. These are the things that attract and retain employees and residents.

The south beltway needs to happen! Look at what happened to our city when 27th St was connected to I-80. To have a healthy, vibrant city, we need to be able to circulate.

Overall good with much room to improve. Downtown area improvements are exciting. Will be interesting to see how traffic flows with arena events. Seems a mistake to not have parking and pedestrian bridge west of RR tracks in the plan. Wish I had more time for more comment and involvement now. Best wishes!

Why can't we have senior centers located in the four quadrants of the city. The ONLY real senior center is "downtown" and there is limited parking for that center. That requires seniors to walk great distances to get to it. As age prevails, that becomes much more difficult.

Snow removal downtown is not good for people who use wheelchairs. Some curb cuts are not cleared, and then when they are, the next snow plow usually covers them. Surely some coordination could remedy this situation. Also, I have seen workers cleaning sidewalks with water from hoses!--surely a bad idea any time, but especially in a drought. Also, on the subject of attractiveness and water--can we mount a campaign to be a local food/ local plants city? People should be planting natives instead of having bluegrass lawns and we could be proud of this, tout it. It could be in conjunction with us being a local foods city too--certainly our Community Crops program and CSAs are strong. Let's be leaders instead of followers in these ways!

Lincoln is becoming much better and each year I'm happier and happier to live here. I would like to see a protected bikeway and though Lincoln has a great trail system already, I feel we need more in and out of downtown, out south and to busier areas of town. There are a lot of cyclists in Lincoln of a variety of ages and many of us still ride our bikes throughout the winter, so getting bike trails and some busier residential areas plowed and free of ice is incredibly important so that we can still get to and from work safely and in a timely manner. Lincoln Parks and Rec mostly do a great job with cleaning the trails, but residential areas could use

The next topic (Planning Department Contact) has no place for comments, so I am placing it here. I have attempted to contact City Planning three times. I described the subject of my call (which was a simple non-confrontational subject) and left messages to have my call returned each time. I did not receive a return call any of the three times. Get rid of the stupid answering machines and have human beings answer the phone. Return phone calls. The public deserves better. Your public image deserves better.

I love Lincoln. I'm grateful for the chance to give input on these important questions, and this survey is telling me that I need to pay more attention to these things.

crime rate is important. no questions about police/fire/emt presence, locations?

Overall, the expectation is being met other than the taxes. I think there needs to be more efficient and effective use of funds within the school system.

I think they are giving it their best shot. I was glad when we got rid of teh plnning cheif from out east. He was so wrong for Nebraska. We love our cars, and when you try to make "efficinet use" of sapce, and limit our options as to where we can go and in what form of trasporation, I think that is a disservice to Nebraskan culture and desires. I have heard it many times as a member of several buisness organizations taht we do not want taht. And yet, it seems to be crammed down throats.

Why isn't there a light rail system in place between Lincoln and Omaha?

overall a good place to live

Lincoln's generally a great place to live and work, but as with everything else, resting on our laurels is going backward. More effort and creativity should go into planning the future amenities of this place.

I love living here. I LOVE IT. I moved here from Washington DC almost three years ago for school and decided to stay here and launch my career. This place has tremendous momentum and we can make it even better; let's do it. Also, hey, how about some legal weed like our Rocky Mountain neighbors?

I love Lincoln. It's safe, well planned out and extremely sustainable. I just wish planners would force developers into making the same-ole same-ole big boxes to have more character. Other communities do it (San Diego) and they're doing just fine. It doesn't all have to be ugly and strictly functional.... it can also be attractive.

Lincoln had better hope nothing ever happens at the university that would cause poor press; i.e. Penn State. Lincoln depends way to much on the university. Lincoln needs to bring in bigger businesses with jobs that pay enough for people to live on. There are enough Walgreens, CVS, etc.that pay minimum wage. Lincoln should be capitalizing on all the university graduates and working to keep graduates in Lincoln. All three of my kids have had to leave Lincoln due to no good jobs here.

Doing well. Keep going though. I am considering moving to a later city. If Lincoln could grow their downtown and broaden the entertainment and restaurants IN THE DOWNTOWN AREA I would consider this a great place to live rather than an good place to work and get experience before moving on.

I really like living here; however, I feel that the city leadership is focusing too much on cutting taxes for higher income people, and as a result, not investing in the things we will need for the future. There is also a lack of concern for the older sections of the city, and maintaining the small town feel of the city. Please make more of an effort to build a smart future, rather than what simply boosts somebody's bottom line.

i think Lincoln in general is a good place to live. My only big complaint is the public transit system.

I am impressed with most efforts in meeting my expectations of a great place to live. One area that we have failed is in providing air service from Lincoln at an adequate and reasonal cost. We need to give major efforts to subsidize airlines and the cost of tickets for passengers. It will take coordination by all stakeholders in order to do this. We did the arena. We can improve air service if we have the will and resources to make it happen.

As a community of future generations, we need to do what we can to encourage future generations to stay and reside here. This means putting funding and planning into transportation services such as city busses and bike lanes. If we want a healthier community, being active is key. Biking and walking are ways we can ensure we are giving citizens the option to choose to be active. We already have a great biking community in Lincoln, and I think that will only grow in years to come. I would like to see more bike lanes and more bicycle parking at businesses all over Lincoln. As a bicyclist myself, I tend to shop at places where I know my bike can be securely locked and seen by pedestrians passing...not in the back corner of a lot on a chain link fence in the shadows. I think we need to continue to have members of our council and other committees that are committed to furthering bicycle transportation interests for our city.

I often have occasion to show off Lincoln to visitors and it's always rewarding. We've made very good use of our CDBG funds, and we have an inclusive, open planning process. Our local government agencies couldn't be much more transparent for anyone who can be bothered to look or inquire.

It is.

I love this place!

I think we should be giving greater priority to funding creative afterschool programs for young people, services for elders, and a library system that is open after 6pm, which currently makes its use very difficult for any adult with a job or child who has a parent who is employed. That being most of us. Libraries should be available throughout the city. All three of these amenities are lacking in West Lincoln.

It's great you are looking for citizen input on the image and character of Lincoln.

This poll is poorly conceived and should carry no weight as to what people really think.

Thank you for continually soliciting Lincolnite opinions about their own city. I think Lincoln has a wonderful community that is relatively progressive considering its location.

Please allow the city to develop naturally. This will keep commodities affordable and will help the growth of the city.

I guess I like Omaha a lot because of the beauty of the architecture and for all the trees. Lincoln seems to have a penchant for "shoebox" mentality architecture and likes to butcher the trees. Why has this been allowed? Does beauty have no benefit?

Lincoln as a whole is a great place to live and raise a family.

No - it's ok

Coddington

Lincoln is a nice place to live., We love to walk downtown, go to the Haymarket, Pioneers Park, Sunken Gardens, Children's Museum, Sheldon, History Museum, Ager play center, Antelope Park, Bennett Martin Library, Hyde Observatory

Repair fountains in Centennial Mall. Add hours to Bennett Martin Library!!!

Need more senior centers

Lack of new libraries. New recreation sites, neighborhood pools, tennis courts, volleyball, park playgrounds poor.

Needs another water park. Pools and libraries need to be open longer and season extended for pools and new pools in parks around the city. Holmes park needs a pool.

Reasonably good place to live. Lately too much attention to central planning as opposed to personal freedom.

Involvement with Agenda 21 a danger.

A good place but not necessarily great.

University is nice. But very disappointing public transport in Lincoln, and also between Lincoln and Omaha. Am thinking of moving to Omaha.

Please share any comments you have regarding downtown.

That bicycle lane in the middle of the street is a massive joke. If I wanted to be killed on my bike, that's where I would ride :-), I think college town in Iowa City had a better idea.....wider sidewalks with a bike lane built in it.

The bike lane should be a separate lane between the sidewalk and the automobile traffic lanes. Every other town in the US have it this way. In fact, Madison, WI had the nicest set up for cyclists. We should strive to match

I think that protected bike lanes will be a great improvement. Riding by myself downtown is great, and the access from my end of town is much better, but as a parent I'm anxious about having a child in a trailer in a traffic lane downtown. At the same time, I would love to take my daughter to story time at Bennet Martin/Indigo Bridge, the farmer's market, children's museum, etc., and I'm happiest doing it on my bike. It's her favorite way to get around, as well. I think that the bus serves into downtown have improved, but, of course they'd always be better if buses came more often. That's a chicken/egg problem, though.

If bike infrastructure development (i.e. protected bike lanes) continues, the city is on the right track. Continue making downtown walkable/bikeable, and it will benefit shopping and entertainment downtown. Consider a late night bus option, too.

I'm very interested in a vibrant downtown (and work downtown) and am confounded at how many people avoid downtown because they hate parking, etc. They're missing out! Regardless, I think recent Haymarket efforts as well as P Street corridor, Antelope Valley development and other work in the Malone neighborhood has been wonderful and I hope to see more. I would like to become a better bicycle commuter so I appreciate the previous work and future plans to improve bike lanes, streets, etc., in and around downtown. I've appreciated recent efforts to communicate bicycle plans to the community, as well. (I'm not as familiar with housing issues downtown; I think the recent UNL dorm construction can only help the rest of downtown,

We NEED a grocery store down here. Even a small one. Near the movie theater would probably put it central. Since I take the bus to and from work (downtown), it'd be nice to be able to pick something up without busing home, then getting in my car and driving to a store. The Haymarket bodega isn't big enough. Also, I love StarTran. Good job with that.

Bicycle paths don't pass by businesses, they are all next to industrial portions of the city. If we are to have real bicycle infrastructure we need to be able to easily utilize them on developed roads and paths to go to major shopping centers. And it needs to be remembered that families will be using these routes, they must be safe. Speed limits are high, and motorist awareness is low. I cycle daily throughout the city and while I enjoy the paths, my wife doesn't feel the same. Lincoln is a city that is totally addicted to cars, it would be wonderful to see more dedicated bike lanes and shared road lanes so that the city could be more accessible.

Improvements in enticing housing in downtown needs to be increased. There have been several "student" style" units added, but little on the higher end that would attract higher wage earners. While there is transit in downtown the City's (everyone but StarTran's/PW's) continued negative marketing, and cuts to service (headways) make it almost unusable as a resource for development and redevelopment--these decisions/attitudes need to change. Bicycle routes are minimal and specific streets are not the preferred routes for bicyclists. Minneapolis, Portland are a couple City's that have a pretty good bicycle system downtown.

Downtown will be much more bicycle friendly with the addition of protected bike lanes on N St. Strongly recommend that they be added on at least a few north-south downtown streets (e.g., 14th)

My wife owns a business downtown, this is a big deal to us. Downtown was dead for years, right now I really see it coming back but it will fall flat on its face unless we continue to promote it. I'm a year-round bicycle commuter, my wife would pedal to work in a second but once she gets into the downtown area bicycle friendly paths or the such are 100% absent. Lincoln is becoming a bigger and bigger bicycle community and an amazing job has been done all over the city and we really need to step up access in the downtown area. We also really need to try and get in more local businesses downtown, make downtown a true destination then you'll bring in people who live on the South side. Presently, South side shoppers DO NOT come downtown to shop. To put a finer point on it, we need to celebrate chain fast food less and get businesses in down there. Lincoln needs to plant some green downtown! native species grasses and trees.

It's all improving daily, except for the poor streets driving to downtown. Downtown streets are excellent now. Let's do more.

I would add: Availability of food downtown. I'm glad to see a grocery store in the works in Antelope Valley, because a grocery store is badly needed if people are going to live downtown and try to live car-free or car-lite lifestyles.

Downtown looks like a chop-block when it comes to pedestrian facilities... all kinds of different types/styles from all different decades - should be a little more uniform in most parts. Also, downtown should incorporate some kind of a greener public transportation system as a model for the city and then perhaps expand it to other parts from there.

We have a very independent society that values its automobile. That is a hard trend to change. I would like to see a revamp of the transit system in Lincoln and some effort by employers in the downtown area to offer some incentive to get their employees to use the transit system. We continue to build parking garages, is that the best use for lots in the downtown area. Maybe the city and community needs to look at parking areas that commuters could park and ride the bus downtown for work and entertainment like is done for football games. The addition of additional taxis was a great thing. I would like to see the city move the bicycle lanes over to the curb not in the auto lanes. Lincoln seems to have a very good core of private developers interested in development in the downtown area. The city needs to continue to promote that trend.

We just need more private development downtown. The complete lack of planning on the pershing site is also embarrassing.

Lincoln is doing well in growing the downtown area, especially in making it a more desirable place to live (I'm thinking particularly of the area near the Antelope Valley Project). This hopefully will lead to more shopping and services being located downtown or very nearby (I'm thinking particularly of a grocer in the DT area). The bus line could be simplified with busses that run constantly up and down the main north/south arterials and then along O street to and from the downtown area. That would lower the main barrier of entry--a perceived lack of understanding of routes and the difficulty in finding an appropriate one. Bicycle parking is adequate, but there is high demand for covered bicycle parking in many months of the year. It would be fantastic if just one or two parking stalls in the garages could be reserved with bike racks--especially as the new garages go up around the arena. If we don't want overcrowded parking or dramatic traffic snarls, provide a visible alternative.

pedestrian and bicycle facilities are important in downtown but the city must realize that Lincoln residents primarily commute by motor vehicle. They must still have the ability to park downtown - which is not easy. Some weekend nights even all the illegal parking is taken. Lack of parking even makes it harder to live downtown as residents, especially residents in older buildings have no where to park. I applaud the city's effort to make downtown bike accessible but the current facilities are terrible. Drivers downtown must cross bike lanes several times as a part of the road design, must turn in front of it, and people drive in the bike lane. Further, I would not ride my bike downtown because I KNOW it will get stolen. Even when I have used \$80 of locks on my bike the back tire was still stolen. If the city does attempt to put covered bike lanes in they must balance biker interests with business interests. Customers need cars to carry their purchases home.

The mix of housing in downtown is too heavy on low-income apartments, which contributes to a high crime rate and discourages people from buying and renovating or building homes and apartments there. Bus service in Lincoln is poorly used because all of the routes go downtown. Most people would rather go elsewhere. Also, they are hard to figure out because they wind through neighborhoods. A "grid pattern" with small, frequently-running buses running on routes that go either north-south or east-west on main streets would be more

I think we are on the verge of doing better for pedestrians, cyclists, and future residents. We have made some recent strides toward this with the P Street design, N Street bike lane, Civic Ventures, and encouraging projects that offer housing in their redevelopment mix. We are far from there, however, on a transit system that is appealing to the general public. The recent investment in areas like West Haymarket, Centennial Mall, and Antelope Valley will go a long way to encourage future reinvestment. The City and entities like DLA need to do a better job of helping to further this reinvestment effort.

Bicycles and cars don't mix well particularly when they share the same pavement and are required to cross over each other.

The city bureaucracy cannot be bigger than the forces of the market. The city has wasted countless dollars on public transit through the years. It will never be viable in Lincoln because of the mobility of the community. The cold reality is that those that need to use it don't impact the community in a positive manner. So if you stop subsidizing mass transit the net effect is savings tax payer money, there is no negative side. The same rational applies to affordable housing in downtown Lincoln. Affordable is a buzz word for subsidized or regulated.

I am thrilled with the progress the City of Lincoln has made the last 2 decades. We have had a succession of farsighted mayors and perseverance as well as dedicated city council and planning commission members. The new avenues of commerce in the City are tremendous to ensure future growth and economic prosperity.

Rid us of the bicycling problem through out Lincoln on the streets and roads. We have miles of bike trails but cyclist congest all of 14 th street north to south.

Seems to me that the cost of housing has gone up a lot in downtown Lincoln. I would hope there's more of a push to make downtown bicycle friendly.

Lincoln is a growing community. I really feel the thought of a vibrant 'downtown' is old school. UNL is really the only thing keeping downtown alive as we know it. Shopping downtown is for students. I don't know anyone who goes downtown to shop unless they are going there for another reason first and may just happen onto a store. Unless you work in the downtown area or are a student, downtown Lincoln has been dead for a very long time. The investment in the hay market area may bring some life back into the downtown area again. Time will tell. About the only time my wife and I go downtown is to see a movie or to the Lied Center. Parking is one of the reasons why going and spending time downtown is not reasonable. We can go to Gateway/Fairfield or whatever it's called now days and it is all enclosed and spend a nice afternoon in doors shopping where it is warm/dry/cool and parking is free. Parking should be free to all of downtown. It's paid for by the citizens! It's ours we paid for it.

All downtown has to offer are bars and restaurants, and while that is important, it does not denote "shopping and services". Mass transit in Lincoln is dismal, for many reasons.

The main focus for many years has been on the downtown and therefore these items are well established and a few would like to make them even more robust. I'm not sure affordable housing has to be located downtown, but maybe it already is depending upon the boundaries of the reference. Affordable housing needs to be available and accessible, but the location isn't as critical especially with a public transit system. Whether you drive a car, ride a bus, walk or ride a bike, access is important. The City and private industry offers lots and spaces to park cars, sidewalks to walk on, etc. I'm not in favor of mandates on businesses for bicycling or other recreational items. If a business benefits by catering to certain types of customers, then they will do so. Do not mandate everyone to have to serve the few. Choice exists for a reason and businesses will adapt to what the people are choosing. This doesn't require government regulation.

The current bike lanes are confusing, but I think it is important to encourage bicyclists. The key to a vibrant downtown will be housing, grocery stores, pharmacies, etc.

This is Lincoln not Austin, get rid of the bike lanes!

I don't think bike lanes are effective. They cause more confusion and danger than none at all.

There needs to be more than two bike lanes in the downtown area.

We need another basket to put eggs in. Let downtown make it or not on its own and start creating another entertainment area elsewhere.

I remain very strongly supportive of all VISION 2015 projects with one strong exception - P Street! City dollars spent expanding P Street retail efforts and trolley-car whatever. If P Street cannot take care of itself sandwiched directly between O Street and the University, then something is wrong with City spending to make it something that it inherently is not. Sure, a successful plaza would be nice, but let the private sector make P Street what it wants to be. With less controls, not more!

No transit service to downtown from the areas outside of Lincoln.

The housing condition sometimes not worth with the price. need more attention in markets demands related to the price and housing condition. Better off downtown housing will bring more people to moved in to the downtown.

Though I didn't rank everything very high, I do believe the transformation of downtown is remarkable. Private sector interest is now starting to take shape. Critical is addressing the infrastructure needs of surrounding core neighborhoods. Incentives for redevelopment of problem areas like that near Lincoln High are needed, as well as improvement of public transit, reintroducing a couple of anchor department stores within downtown, and a range of affordability for housing. Working to preserve existing quality housing in surrounding neighborhoods will lend more character to downtown. A priority for public transit is enhanced reliability of bus schedules, greater frequency of buses, and an expansion of service hours to encompass actual work schedules. Thank you for getting some decent cab service! Also, we need more air service with shuttles to and from the airport.

As an avid cyclist, and someone who commutes 26 miles round trip to work at least twice a week during the nice seasons I think the bike lanes in downtown Lincoln are a joke. No one uses them, and all they have done is take away traffic lanes, and cause confusion and multiple unsafe lane changes for drivers.

Disappointed that you chose downtown as setting for new arena. We don't have the infrastructure to support it. There is not enough parking and the existing streets can't handle the additional traffic.

Lincoln is missing the boat in failing to address the housing needs of young professionals, empty nesters and retired persons who would like to enjoy downtown living. There is too much focus on expensive student housing projects. We also need to consider the P and Q street trolley to help move people around downtown. We also need full service retail options in downtown Lincoln.

Down town is important to Lincolns overall health as a community. Surrounding smaller communities that can be absorbed by Lincoln in growth need to be allowed to keep their personality and should be supported and encouraged to update and improve services, sidewalks and streets

Bike lanes are horrible. Sidewalk cafes seem to reach into sidewalk areas too much.

I have no idea what "Pedestrian Facilities" means. If they exist, you need to do a better job of letting us know what they are.

Bus service is an ongoing issue as there need to be more flexible routes/schedules, but ridership would have to grow, and due to Lincoln sprawl, everyone drives. (We do not have a mass-transit culture here). The variety of housing is improving, though much of the new housing seems oriented toward those who can pay high rent. Bicycle facilities consist of two bike lanes.

I am suprised someone hasn't been seriously injured on the painted bicycle paths in the middle of the downtown streets.

Many of the shops that used to be in the downtown area have closed and moved to shopping malls outside the downtown area or have gone out of business. I really hate to see that kind of "spread" which I think forces people to drive much longer distances and is another factor in isolating people from each other.

To get more people riding the buses it seems to me there should be more express type bus routes to downtown from perhaps outlying parking areas/garages. Sure it's convenient to drive downtown and park for events, etc., but like football Saturday's perhaps for other large events downtown more public transit express busses should be offered to reduce traffic congestion, air pollution, etc.

along with transit services comes unwelcome transients who hover around the bus stops, especially, at S 11th St and N St. they loiter, panhandle and bother citizens. it's an eye sore, a safety issue and a nuisance, sending the wrong message to citizens and visitors about our great City. LPD says they aren't responsible to monitor it that the building management are and building management say they aren't responsible that the police are; therefore, nothing is done.

I ride to work downtown from the Near South. Not a big fan of the bike lanes on the bus routes. I've had too many close calls with buses.

Downtown is very important to me. I've made it a point to live close to downtown, but I'd love to live closer. Current housing prices seem too high to be realistic for me; however, hopefully some of that can be tempered by future development projects (such as low-income housing on "N" street along Antelope Valley). Public transit to and within downtown is poor in my opinion; buses don't come frequently enough to be practical for regular use. I would support increased taxes to make our bus system more robust. Bicycle facilities are also sub-par. There are currently no designated bike lanes within downtown (although I know that plans are currently in development to change that). Other than that, it seems like there are plenty of jobs and things to do in the downtown area, which is nice.

Most of the housing options in the downtown area are extremely overpriced for the young adult demographic that the city targets. Outside the perimeter of downtown there is an abundance of cheap tenement housing that the city should do more to improve upon if possible. There are not enough "Goldilocks" options; affordable yet in or near downtown and not tumbledown shacks. It is very important that the city of Lincoln continue to emphasize the growth and development of public transit and bicycle/pedestrian options city-wide, especially in the downtown area. I am so impressed with the progress that has been made, and I hope the momentum

The bicycle lanes in downtown traffic are unusable because they are too dangerous. They should be shifted to 15th street, and the current lanes returned to traffic.

The question is not clear. Who is Lincoln and Lancaster County? Is it the Mayor/City Council and/or County Board? Is it LIBA?

Would like to see safer biking in downtown on all streets plus available parking areas that are safe.

if I do not know I check neutral

Downtown should have it all and be it all for everyone as the heart of the city. The boost from the arena is almost unbelievable. It has been the stimulus for more development and redevelopment than most anyone could imagine, and it's only beginning. The efforts on the part of the City to assist with redevelopment and allow the use of TIF is a significant contributing factor in all this.

The sidewalks downtown are dangerously cramped with a maze of obstructions and obstacles--such as decorations, fixtures, trees and dining areas. With luck, you can thread your way through the maze without getting your butt run over by some moron on a bicycle.

I don't see any aggressive effort on the part of government groups to promote downtown employment beyond those in the food and entertainment sectors. There has been no push for a downtown shopping mall, anchor stores, medical/dental offices, etc. By promoting good traffic flow and easy/cheap parking, there is little incentive to take buses downtown. An exacting study of bus flow (in and out of downtown as well as various patterns across town) needs to be carried out with considerable opportunity for citizen input. It may be well to ASK thoughtful people to participate, rather than only ask for volunteers.

We need a grocery store downtown. This will help promote people to live downtown. I think the Haymarket development will enhance the central city, but we need wider range of retail than we have now.

I think that probably the major issue related to downtown is a matter of affordable and adequate parking facilities. I think that regarding entertainment in downtown the biggest problem is a lack of evening transportation. While I recognize the expense involved, the biggest impediment to shopping and services in downtown is the lack of availability, at reasonable cost, to the community that does not work downtown. This of course relates to both transit service and available parking. The development of the new arena and its supporting facilities, I think present us with a unique opportunity to revitalize the downtown area with regard to shopping and services, pedestrian facilities, and affordable housing. But this will represent a need for a whole new concept in transportation to and from area.

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I think our bike lane planning is prehistoric and just pretty dumb and wish there were more workable, usable plans. It's exciting to see the bike racks on the city buses.

By expanding out of the center of the city the center of town is suffering, and people have trouble getting to services they need.

By expanding out of the center of the city the center of town is suffering, and people have trouble getting to services they need.

Housing options down town is lacking affordable units

Need bike garages and more bike racks

Housing in the downtown area seems to be geared toward the University. I considered a move down there to take advantage of the eating and entertainment opportunities, but cost, noise level, and poor public transportation discouraged it.

Need to make downtown Lincoln more friendly as far as parking, entertainment, and business friendly. The business owners and people who shop there are what make downtown Lincoln the premier spot in the county. Be friendly to businesses and downtown will thrive.

I think that too much emphasis is being made on bicycle and pedestrian facilities downtown. I don't think that a big pedestrian project on P Street at the expense of the streets is warranted.

Downtown is a hassle for everyone from visitors to Lincolnites. Lack of close proximity parking, dangerous bicycle paths in the downtown area, and general higher costs (parking, rent) to be downtown deter from it's allure. I've worked downtown and in the suburbs and I very much prefer the suburbs.

Don't screw up downtown traffic flow for bikes

Bike lanes in downtown Lincoln don't work and are not used by bicyclists & they don't follow the traffic laws.....NO MORE BIKE LANES IN DOWNTOWN & GET RID OF THE ONES YOU HAVE.

People will not go downtown to shop, dine etc., if traffic is at gridlock. Lincoln City leaders need to stop thinking like a small town when it comes to traffic. Would not hurt to over build a road once in awhile, such as in the Haymarket area. It would not seem to be overbuilt for very long.

We are a suburban culture trying to appease UNL - major employer. When will we learn that every dollar invested in downtown is a wasted dollar?

I understand the importance of bike lanes... in major cities. We are wasting parking space. My college aged daughter would like to live downtown, but housing is not affordable and not enough services. I feel like the city caters to the university and there's enough for them, but that's it. I stay away from downtown all together and will continue as long as it is the way it is.

Role of city government should be limited. Private business should be driving force

Again, the topics are not well defined. Each topic could mean several different things. I marked that the City is doing Very Poor on all the topics because this survey is so stupidly lame. The topics are not defined. Therefore, any rating given could turn out to mean the opposite of what is intended.

Parking, parking and more parking. What is the point of having businesses and entertainment downtown when you have a difficult time finding parking and what is there continues to get more expensive. I stay away from downtown for that very reason.

Why is there so much student housing going in downtown & west Haymarket when 25% of housing on UNL campus is vacant?

Bike lanes were a nice attempt, but not very safe, and are often bypassed for busy arterials. Is there bike parking and a connector to the Salt Creek levee trail to the new arena? Would 1-2 thousand bike commuters or arena/football goers work with downtown traffic? Not well, I think.

Again, let the market efficiently take care of these items. There is too much emphasis on walking and bicycles.

The current bike lane situation in DT Lincoln is very poorly designed. I'm honestly very surprised there haven't been more bike to vehicle accidents.

When will Lincoln pull back on trying to make downtown the business, living, shopping and residential hub of the city? Property taxes have subsidized MANY failed and meager attempts to force citizens to adopt downtown as the focus of their living. Perhaps the Haymarket development going on now will accomplish some of what the city should have done years ago instead of some of the half fast projects they tried to pump life into.

I have lived downtown for over 5 years, and believe the natural transition of the downtown is market driven and should continue in that manner

there is still no parking!!!!

I think the center lane bike path is dangerous.

We need to make it affordable and reasonably easy for business to expand and hire new employees. Jobs drive everything else.

As for the second question, I don't know how well you're doing because I don't know WHAT you're doing. I assume nothing particularly effective and that you probably can't really, because you don't recognize you are the biggest problem. The best thing this city can do jobs-wise is reduce regulations and ridiculous zoning and building code laws.

Downtown is the heartbeat of Lincoln, NE and shopping, restaurants, and entertainment should be strongly encouraged, but bars should be more limited and other entertainment options should be encouraged such as an indoor miniature golf course in the old Pershing Center combined with a botanical garden or else a new downtown library main headquarters there.

Recently a low-income person stated that the reason that people go on welfare, food stamps and resort to crime lies in the fact that they are most often offered jobs that require transportation later in the evenings. They can't afford the cost of owning a car with the high sales tax, license and required insurance on top of the cost of the car itself and gas prices.

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I think we can do better as far as safety re bike access. I prefer bike access that doesn't share the roads vehicles use, again for safety reasons. I am concerned about entertainment options in downtown- for example- I am disappointed that the use agreements for the new areas at Haymarket didn't protect against the Hooter type of restaurants...definitely not family friendly... (referring to Twin Peaks, how embarrassing for Lincoln!)

The city is applying too many resources to the small population group and small area of downtown and ignoring infrastructure needs in the rest of town.

Need more housing in downtown and near downtown. Need a wider variety of housing options at different prices for sale and for rent. If you build it, they will come. Right now, if you don't want to live in a rehabbed warehouse or student housing, there's not a whole lot of options. A quality K-5 public or private school downtown would help too.

The cost of parking in downtown and the new bike impositions mean I rarely go downtown anymore. Thanks Comrade Beutler.

I ride my bike downtown and take the bus up to Superior Street when the weather is not conducive to bike all the way to work.

Some of the building just do not fit in anymore, they need to be remodeld or destroyed.

I, personally avoid going downtown due to the lack of parking and the availability of similar products outside of the downtown area. The last time I was downtown was to take my Grandson to the circus and parking was a nightmare! I really do believe there can be a better way to increase the use of the downtown area by some kind of transit system from available parking. Love the way mass transit is used in the San Jose area!

Downtown is not particularly pedestrian or bike friendly. I don't find the current bike lanes very usable. The new plans for P Street sound like a step in the right direction, but we need to do more to get people out walking and biking around downtown. Also need better interface with the UNL City Campus. It does sound like the UNL long-term plan might help in this regard. Handicapped parking is a problem. My partner and I need a space with an accessible lane next to us on the right for her wheelchair to unload. These spaces are not many, plus many of the unloading spaces are no longer marked, as the paint has faded and not been replaced, so people park there. Check out R St. right across from St. Mark's.

Planning over emphasizes downtown

I am currently renting downtown, but would like to simplify financially, and there are not very affordable options for renting downtown. Much of the housing is being targeted for university housing, which increases cost and noise/partying.

The majority of bike riders ignore all laws and rules. Don't know why we keep giving them more of a voice and improvement dollars than they deserve.

it is good to see the haymarket area being built up.

We need more bars and sandwich shops.

Cars and bikes do not go together. Do away with the bike lanes. Let the market determine the variety and affordability of housing in downtown. It is not the responsibility of the city government to decide. Government interference with the market place has never worked.

I can't stand those stupid bike lanes. All they do is remove a lane for vehicular traffic. How about letting bikers use the sidewalks like everyone else?

Bike paths are nice in streets but in heavily traveled areas, it needs separation with the main thoroughfare.

There is an absolute lack of well planned bike lanes downtown, in fact there are none really, with the sight of more residents biking this is very important.

I think the bike lanes should go away. They are ridiculous in their design and placement. As a bicylist, I think they are dangerous. Entertainemnt should not be restricted to only odwntwon. Supply in the marketplace and demand should guide the placement of such venues. Shopping should be handled in teh same way.

There are so many things that Lincoln could be doing, especially with the addition of the Arena that you only need to look west to Denver for prime examples of how to move people in a downtown setting.

More downtown residences are needed to attract young professionals and retirees. Entertainment is good for this sized city, but more could be done in the area of recreation (a near-downtown park, more bike lanes).

Consideration should be given to malling in N and/or P Streets.

Downtown area needs more recreational facilities besides the old YMCA instead building new rec areas at the perimeter.

Just keep working, guys. Make this the 21st century city that it can be. We need it to be more affordable, more dense, and more commutable. Let's make it a place where people come and stay because of its quality of life.

It appears the business leaders in Lincoln are not really concerned about transit and the City leaders appear try to give LIBa what it wants

The condition of some of the sidewalks in the downtown area is not good. Is there a plan for addressing that

Transit service needs to be citywide and not downtown based - so that's a difficult question to answer.

Protections and improvements for downtown seem to be prioritized over other older commercial areas and that is a problem. Businesses should be located everywhere and not just downtown. Ped and bike facilities are important but until auto drivers are aware they must heed other modes of transportation - it will still be a non-ped/bike friendly area. Close one street like 11th or 12th totally to cars (except emergency or occasional necessary deliveries/parking garage entry and exit and make that street a bus/ped/bike street.

It is unfortunate that downtown was chosen for the new arena. I have lived in Lincoln my whole life and try to avoid downtown as much as possible. It is too crowded, dirty, expensive, and not enough parking.

I think it is not so much having these types of services and facilities downtown but their relative quality. Retail is almost non-existent. Thurs-Sat downtown is a cheap-drinking quarter of the city. We should move some of the bars that promote binge drinking to an indoor setting (Pershing maybe) and open up the downtown to more diverse entertainment and retail shopping. No more shopping centers on the edge of town. With some good projects started by the public investment, I think a great deal of private investment (and jobs) will follow.

Additionally the housing around the near south, north bottoms, might get some work too, and it needs it. I live in

Downtown has a great deal of potential; however, between parking issues, and a lack of an effective public transportation system, the choices made over the years by the city's leadership, have seriously damaged the business environment in this area. The building of two malls has drawn consumers away from downtown as well. Unless the city is prepared to remove parking meters, reduce or eliminate parking garage fees, greatly expand the public transportation system, and restrict outward expansion of the city, especially regarding businesses, downtown will die, and the city is going to begin to rot from the center outward, as was the case in older cities in the eastern United States. It would truly be a shame for the unnecessary decline of our city to continue, and the arena project isn't going to change it.

We need to continue to work on the above issues for downtown Lincoln.

Options for biking and walking are extremely important.

I work downtown at Assurity Life Insurance, ride startran in to work, and walk over the lunch hour. Good transit is crucial to having a large volume of workers in the downtown area since parking is a potential problem. Many areas on the edges of downtown are not very pedestrian friendly. I don't see a lot of cyclists other than University students.

We have an enviable downtown, the results of years and years of good planning. Kudo's to our leadership.

If the P street bike line becomes a reality, then you will have done excellent in improving biking facilities downtown.

Get rid of the bike lanes in the middle of the streets please.

As far as I'm aware, the housing being developed in the downtown area is quite expensive. Beautiful, but expensive. I gave a low mark to "Pedestrian Facilities" because of the number of bicyclists and skateboarders using the downtown sidewalks, even though it is a restricted area. I've worked downtown for thirty years and have yet to see a bicyclist or skateboarder stopped on a downtown sidewalk. I gave a low mark to "Bicycle Facilities" because I think the downtown area needs bicycle lanes on every street between the curb and the front of parked cars. The bicycle lanes should not be between the back of parked cars and the traffic lane. It is so dangerous to drive a bicycle in downtown Lincoln that I have chosen not to ride my bike to work, which I would definitely do if bike lanes were designed and constructed correctly. For all its attempts to be a bike-friendly city, the downtown area is really a disappointment when it comes to bike safety.

I would like to see bicycles in a lane separate from either cars or pedestrians.

It might be good to keep mass transit options open for getting to the downtown. Biking downtown works well as there are racks open for bikes and the bike lanes work well.

Entertainment downtown is improving. Otherwise, I think everything else is at a standstill. Maybe the Antelope Valley Project and University development will help this. Public transportation in Lincoln is not very good.

I feel that 'very well' should be relabelled 'too well' in the case of shopping and services downtown. I believe that there should be a reallocation of funds from shopping and services to transportation facilities such as bicycle and pedestrian projects as well as an overhaul of the transit system as I have heard a number of complaints about times the buses are available and their inefficiency. There's not much of a point if what would normally be a short bus ride takes longer than it should and in fact would be shorter by walking. While I do feel that the bicycle infrastructure is booming, I do feel there needs to be more of a general support for it and things need to be moving forward at a quicker pace.

Let downtown develop on its own. While zoning is important, it can be overdone. Less is more in this instance.

Lincoln is fortunate that people use the downtown for dining and entertainment. There is an unmet demand for housing in the downtown area.

I would like to see "walkable" areas, not only in downtown but in other neighborhoods, such as one would see in cities in Europe or Argentina for example...a fresh vegetable and fruit vendor in every few blocks, as well as a bakery, pharmacy, cafe etc. and also magnificent public transportation. Also included in this mix are tree lined streets with "embracing" overarching beautiful trees... not the BUTCHERED ones we have in Lincoln which makes it embarrassing to live here.

I would ride my bike to downtown more often, but right now consider riding downtown too dangerous

We need to significantly improve our pedestrian and bicycle right-of-ways. I have seen plans that show our objectives but I am impatient to see this progress. We will be able to create a vibrant downtown by staying focused on these objectives.

My impression is that Lincoln's downtown is not where the action is anymore. The malls, the suburbs have taken over. Students dominate the downtown at weekends. The Ross Film theater is a wonderful asset, but seldom full. Parking perhaps a problem. Bicycles are clearly not welcome downtown. The laughable bicycle trails down the middle of 14th St and the one at 11th St which suddenly stops give the impression that the creators had never even ridden on a bicycle.

Handicap crosswalks are blocks - scooters have a hard situation

Stuffy and noisy

Would love to see a real grocery store downtown. Would like expanded bus hours. Expanded Bennett Martin library hours returned. (6pm is too early) Love to see more stores types - Crate & Barrel

Housing much too expensive. Parking too expensive and discourages people from coming downtown. Lastly, GET A GROCERY STORE!!!

Need to remove snow from corners

Need more bicycle lanes downtown

Parking is horrible. Hate parking garages! Avoid downtown because of this.

Incredibly disappointed in public transit system [thinking of moving to Omaha]. No bus transportation system in late evenings or on weekends [other than limited service on Saturday]. Monopoly on cab company rates is a disgrace to Lincoln citizens!

Please share any comments you have regarding housing in Lincoln.

The foreclosure rates in Lincoln are not so good. I would like to see decent hardworking people not be bullied by greedy bankers and mortgage lenders. Housing and Urban Development is likely understaffed and underutilized by the citizenry at large.

Property taxes are way too high. Much higher than many other places in the United States. When people from out of state hear how much we pay in property tax their jaws drop.

The spread of parks in Lincoln and the attention that has been paid to rehabbing old parks is excellent. It's hard to fight the temptation for grocery stores, etc., to want to focus on large stores that are far apart, rather than smaller markets. That's an issue with the stores, not the city/county, but it's still an issue. It is definitely true that there aren't that many places in Lincoln where you feel like you could easily walk to run many of your errands.

Think more in terms of livable neighborhoods, where you can walk/bike to everything you need. Make sure schools are safe to walk and bike to.

Not as familiar with these topics. I would ideally like to see more efforts made to develop more affordable housing for more Lincolniters.

We could always use more parks. Beyond that, it's sometimes hard to find a whole house to rent, which my husband and I are always looking for. Something in the near south, or woods park, with some character. we should support those neighborhoods that are restoring old houses.

Housing doesn't seem to be a large problem, rather transportation infrastructure and better commercial areas near residential areas.

I am more concerned that housing whether high end or low end be designed to create a "neighborhood" feel. Housing over the last few decades are really garages with a dwelling unit on the back. This design does not make an environment that encourages positive community attributes (i.e. not a Norman Rockwell scene). Housing should abandon cul-de-sacs. This design increases costs of public services infrastructure. It also tends to cut off neighborhood access, and the remedy is to install a narrow sidewalk between houses--this is poor design.

I will choose my house in Lincoln based on how many amenities are within walking distance of me. That's why I find the Havelock, Bethany, Meadowlane, and downtown areas so appealing.

I live at 37th and J. We moved here for two reasons, 1) I've always loved the neighborhood and 2) it's pretty much no more than a 15 minute bike ride to anything I need. My furthest commute is to BNSF on West O (25 min.) Those are THE two reasons I live where I live. Quality of life, ease of life and not being behind the wheel of a car are my main objectives.

Trails are it! Parks, too... please don't cut down on the amount of park-space required in a development in order to save on maintenance - find a different and unique way to fund if that's a problem.

These issues are not easily controlled by the government they tend to be market driven. Fallbrook, Campbell's development and others are trying to change the norm and mix housing, office and retail. Let's get that going.

at this point in my life living downtown or near it works wonderfully. I would even love to live in a mixed use development. In the future, when I have children, I will want a good sized house, with a yard, and a safe neighborhood. I will not want to live in a apartment where I can hear my neighbor using the bathroom or domestic incidents in the hallway. I know I will have to drive further to obtain goods and services in if I live in a neighborhood with a single family home but that is a price I am willing to pay. Lincoln needs a variety of housing, both high density mixed use, and larger single family housing with a yard and room for a garden. This diversity of housing will allow Lincoln to attract and retain citizens in all walks of life.

People don't want to live where they work or shop. It's too urban, too noisy, and there are too many cars and people around. The time to deal with those issues is past. It used to be pleasant living near small stores when towns were smaller. However, big-box stores with huge parking lots have replaced little, family-owned stores. Large companies have replaced family-owned businesses. It is too stressful to live near the traffic and bright lights of these types of developments. Keep residential areas separate from commercial areas. Improve public transportation with small, frequent buses using straight north-south-east-west routes.

Get the city out of micro-managing neighborhoods. I fully support intelligent zoning and community planning. But city takes it way to far. You could get rid of whole departments.

I do not believe is the government's job to provide variety of housing. I believe that is the market, along with all the other housing issues, except for affordability -- some govt. intervention in this area is acceptable.

As a member of the staff of a housing related non-profit I can attest that Lincoln needs more affordable nhousing opportunities for lower and lower middle income households.

Market will set home prices and amenities city should place our tax monies towards a small more efficient government.

Affordability? Why are lots in Lincoln selling for \$50K? There is a lot of room to grow here. Hartland homes builds these tiny little homes on tiny little lots that in 50 years will create a slum area that no one will want to live in. Is that what Lincoln wants? I don't think so. He does build a quality home for the money but there is so much restriction on available lots due to the city it keeps the prices way too high. There is not one reason a 60X120ft lot in Lincoln should be over \$25-30K. But this is just my view.

There are certainly a variety of types of housing, but current trends in Lincoln are trying to penalize some of them even if they are the most environmentally responsible, economical or enjoyable. The issue of housing located near all of these items can be offset if you choose a low cost or responsible form of transportation. An example is the choice to drive a car that gets 40 mpg vs. one that get 15 mpg. As more hybrids come available and there are some showing up on used car lots, a larger population base has access to them. The issue of housing affordability ties primarily to codes, regulations and the City considering certain items to mandate. I would recommend eliminating Impact Fees and collecting infrastructure money in some other form. I'm not sure what would be best, but this system isn't working.

Programs to help people stay in their old houses would be useful so we don't have to tear down the historic buildings to build poor quality and ugly apartment houses.

The open market place in Lincoln supplies a wide range of types of housing and a wide range of rent amounts. Everyone is able to find housing unless they have issues with bad behaviors.

You need to create more jobs and housing will figure itself out.

Fallbrook and Village Gardens are OK for the most part. I'm not sure how effective the "work where you live" intent truly is in these developments. But personally, I've always loved alleys for their practicality and their subordinate nature - and getting the ugly mega garages as far away from the front curb as possible! If I were to make an unenforceable rule, it would be mandating that every garage be recessed AT LEAST 2 feet back from the fron door of the house or townhouse.

Would like to see more residential developments like Village Gardens and Fallbrook.

The property tax is killing many people.

The property tax is killing many people.

Immediate importance of easy access to daily life stuff and services. Lincoln need to improve the access both from transportation aspect and replace fresh grocery to downtown.

Lincon needs a bond issue to improve public recreational facilities like offering an indoor, year round pool in downtown (the YMCA is not enough and the spray park is not a pool), more pocket parks like Hazel Abel (featuring commissioned public art), more recreational/art programming, some tennis courts and a couple soccer fields would be nice. Recreational amenities should reflect the cultural diversity of downtown. City leadership is needed to encourage corporate underwriting of arts and cultural opportunities like one sees in Austin, TX. A bond issue needs to be based on the needs of all four quadrants of Lincoln. For instance, Lincoln sorely needs a regional, full service aquatic center with water slides, wave pools, etc. Lincoln needs a full range of tennis courts. Lincoln needs a permanent investment in a regional skate/skateboarding park. All of these investments would improve downtown and/or specific quadrants while making Lincoln more of a destination

I am all for having housing close to stores, but placing a Wal-Mart Super Center in a neighborhood was a terrible failure for the planning department.

Wealthy live in the South. Poor live in the North. Resources like Hospitals go South. Zero resources go North. There is not one hospital on the North side regardless of the growth we've seen over the last 10 years. Also why did the arena go downtown, when putting it on the North side of Lincoln near I80 would have drawn people from Omaha, York and Grand Island?

I feel the Building and safety department along with impact fees and other development constraints have hurt affordable housing in a huge way. This is one area where the city has failed.

Need to encourage more affordable housing and more subsidized housing

More and better mixed use projects where people can live close to where they work, play and shop is desirable.

I think housing costs are higher than they are in omaha and many surrounding areas..why? I recently built a home in Lincoln..the fees are very high..

Houses are too tight. All you see is garages and no character. Streets for smaller developments are too narrow. No room to park or drive if cars are parked in street.

People just starting out in the work field, making minimum wage, can't afford 600-1000 a month for rent. Cheap, rundown, bug infested apts are not appealing.

Due to sprawl, there are many areas where the only option for grocery shopping is to get into a car. This is also true of some densely-populated areas. Again, due to lack of a mass-transit mentality, one must drive to get to work in many parts of town. The bike trail system is great, as are parks.

Since I have been living in the country around 20 miles from Lincoln for a little over 20 years, I am less familiar with what has been taking place in the city except for what I see when driving to and from work, shopping, and visiting friends. However, having lived in several different areas of Lincoln over a period of 30 years, I have seen the movement of shopping away from downtown, the growth of suburbs, and some of the decline that has taken place within the city, such as the near south. I realize that all this is typical of U.S. cities and I was pleased to read that a Gallup poll found Lincoln to be the happiest city; however, I am concerned about the way the growth isolates people from each other (compare the housing and layout of, say, B St. between 16th and 17th, and any area in Williamsburg. Lincoln really needs much better public transportation and better, safer ways to encourage and accommodate travel by bicycle and walking.

I've never owned a house; rather have rented my whole life. Based on my experience, housing prices in Lincoln are stellar when compared with other communities, such as Madison, WI. Living in a centrally-located area is very important. I've been lucky to live near work, businesses, bike paths, bus routes, and parks that I use on a regular basis.

The core of the city is wonderfully pedestrian/cyclist friendly, near to services and employers. Unfortunately many of the sprawling outlying neighborhoods are very far from anything useful (they are also hideously overpriced). If one searches hard enough, there are affordable housing options in Lincoln, but prices are rising and they can be hard to find.

Continue to develop bike trail system throughout the city to improve access to recreation.

Again, who is Lincoln and Lancaster County?

I still remember the neighborhood grocers, drugstores...rather than the huge shopping strip malls so prevalent now. Easier to walk and frequent these stores. As I get older, I find myself longing for that experience once again. It is so 'busy' and not as safe in the large parking lots, etc. plus takes much longer to shop and means a person must drive a good distance for essentials.

if I do not know I check neutral

The market does and should determine the types of housing and affordability in a city like Lincoln. Locating housing near work and goods and services are nice but not significant factor in choosing a home.

We cannot dictate where people will live, but we can set zoning that allows small neighborhood shopping areas where people can buy necessities. Bus routes that are carefully planned will help people purchase homes that are convenient to both work and shopping.

We need to have a pro-active, solution-oriented approach to code enforcement and response to problem properties. The current system seems to treat each complaint in isolation and often allows a property to remain red-tagged or in disrepair or empty for many years.

too many apartments

I think most persons/families don't want the kind of residential districts that we need to be moving to, e.g., drive across/through south Lincoln; they don't want to live near their employment but are still looking for 1950 suburbs living which tears up agricultural lands, etc. So, until the mood of the populace changes more, we may be stuck with what we have. There are hopeful examples, e.g., people live in Fallbrook - but only higher income folks, I think.

We need more affordable housing in all locations.

We need more affordable housing in all locations.

Housing for accessibility is lacking as well as affordable housing in areas other than core neighborhoods with transit population and rentals

I think it is very important for the city to expand and grow while keeping "green space" for the people living in the city. I think that the accessibility to other parts of town is very important as well and I think Lincoln does a POOR job of this. I live by Capital Beach.. heaven forbid I need to get to East Central Lincoln... Even Southeast Lincoln can take a while. Lucky for me I have HWY 77.. Being on the East side you are not so lucky.

I think that most of the housing decisions should be left to the private sector. Set the zoning and get out of the way.

I believe Lincoln is doing fine with housing. It's affordable and there are many choices between ownership and renting.

Lincoln is a 20 minute town for the overwhelming majority of its residents, don't over think it!...let the PEOPLE choose what they want to do, stop trying to control it, let development happen naturally.

types of housing in the downtown area are either too pricey or uninhabitable

Housing affordability would be something different if taxes were not so high. City and County need to work better together to lower taxes. One example is fire stations. Two real stations in the city, what a good place to City government is driving the price of affordable housing "through the roof"! We need less regulation. Allow the citizens to determine the market not a few in government.

Lincoln is easy to access around by driving. Work sites for spouses put us in different areas of town. Internet is breaking down the need to travel. Don't plan for work/housing based on history.

You cannot live in an apartment while just starting out. You have to have roommates. Apartment housing costs are ridiculous and I know too many people that have moved home because of apartment rent increases.

Tax tax tax tax too much

Again, no definitions. Any rating that I would give to any of these answers might mean the opposite to the trying to interpret them.

Be careful that the planning doesn't drive up the cost of housing. Let the city expand and don't require too much green space. This will drive up the cost of housing.

The city should not use Impact Fees AND TIF to support new housing in Lincoln. You are using your taxing powers to dictate where new housing goes and not allowing the market determine housing locations.

Housing needs to be available where the market wants to be. Not where the government wants them to be. Otherwise you will suppress housing starts and jobs.

This is a car town. Period. You're never going to be some fancy-transit Seattle or something. Since you don't define "near" it's hard to answer these questions. Once I have to get in my car I don't really care if something is 6 blocks away or six miles. So unless you want to plan everything being within 1-6 blocks of my house, forget

Limited inventory of housing has driven housing prices up.

There needs to be more low-income housing in downtown Lincoln as everyone that wants to should be able to live downtown.

Lincoln is largely employing State, University and Government workers. These people earn enough to drive to work. It is a fantasy to try to locate everyone near anything. Consideration needs to facilitate transportation for those who need it. Does not mean a huge bus but smaller, more efficient units. Property tax increases add to the expense of renting as well as owning a home and are much too high.

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The city needs to get rid of impact fees and let the market determine the demands of where and what kind of housing to build.

Need more apartments and other options other than single family houses. How about some smaller homes like rowhouses or some condos? Location is another issue--a lot of neighborhoods separate uses so that it is hard to walk to anything. If you do want to walk, you have to go out to a busy arterial with a sidewalk right next to traffic and no trees for shade or protection from vehicles.

If you mean Lincoln and Lancaster County regimes, you are doing a terrible job. The free market will do much better.

Over regulation on the part of planning has excessively elevated housing costs in Lincoln

I think that some of the planned urban developments have been a good attempt at helping to create areas in which people can work, live, and play without a lot of transportation. But I think that decades of poor planning and sprawl will provide a lot to overcome.

It's not the job of government to be involved with types of housing, housing locations, affordability, etc. etc. etc. Let the market decide.

Although housing is generally affordable, taxes are an issue. Especially, as people get older, the tax break for home owners is not significant. Many of my friends say that they will not be able to retire here so there will be an exodus over the next few years. I would like to see more incentives to keep people here that are retired. The tax break should not be tied to income as much as age. The city needs to come up with a way to make property ownership more affordable for retirees so that there is an incentive to remain in Lincoln.

Again, housing near work in this community should allow for office parks outside of the city and in the suburban areas. zoning should allow this.

A 10 percent set aside for "affordable housing" should be a requirement for every new housing development in the city. It would reduce the snob factor in new developments, scatter affordable housing throughout the city, and stabilize real estate values.

As a conservative Midwestern town, we're a little behind.

Would like to see more 'neighborhood' shops, small grocery stores, coffee shops, etc. within walking distance of residences. I was very disappointed to hear the developer of the space at Idylwild and Holdrege say they cannot attract a small grocery store because they are not profitable. The store at 33rd and A as well as Ideal is always jammed, so it seems like it might be a profitable approach.

The closer work is to home, the more people will want to live here. Let's go for it!

NE Lincoln has a lot of apartment complexes that are not in walking distance to much. Senior and youth centers, schools and smaller shopping areas should be located close to developments (like Fallbrook) rather than large big box streets located where you must drive.

Homeowner taxes in Lincoln are ridiculous!!! Everyone I know who is retiring is leaving Lincoln due to taxes. The cost of living in Lincoln is too high. Even renting is expensive in Lincoln. There is no shortage which would explain why new housing construction is down in Lincoln.

I think there could be more bike trails and lanes. Also there is no grocery downtown. I think some mixed use development could go in the north bottoms. And we need more employment downtown as well.

There is too much of a focus on development and expanding the city outwards. These communities are failing to be pedestrian friendly, they increase the demand on motor vehicles, draw businesses away from the downtown and older neighborhoods, and are driving up housing prices. In addition, these developments are taking away from the funding needed to maintain existing infrastructure, resulting in higher property taxes, and reduced services. Allowing this to continue is simply bad policy.

We need to continue to work on the above issues regarding housing in Lincoln.

New housing is on the edges of town, many business are moving to the outskirts also. This pulls money, development away from the older parts of town and creates longer driving distances. One of the attractive things about Lincoln has always been it's small town feel; this is lost in the newer areas of town, which resemble the suburbs of any other midwestern town.

We have excellent opportunities for affordable house, both rental and ownership. LHA has been very pro active, as have other groups, in creating options for low to moderate income households. This serves the entire community. Probably not appreciated by our more suburban portion of the population.

The sprawling subdivisions of houses and housing units don't have much character. 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

I have not been keeping up with this.

Let the free market work. Again, less government involvement (while sometimes needed) is better.

We have not respected the city core by maintaining the integrity of older homes. Instead we have allowed the tearing down and putting in cheap newer duplexes etc. or covering the homes with plastic siding. Restoration is so much better than "remuddling"

Lincolns Park facilities and bike trails are well located near housing

I wish there were more and much better low income apartments in our community. It is difficult in a university town, students misbehave, but so do landlords, nobody complains when the deposit is not returned. There should be more oversight over the whole rental industry. I think there are attempts at placing firms on the outskirts of Lincoln, and hopefully housing will be available close by.

Sidewalks are awful! Snow removal awful! On/off ramps

None

There are many run down houses and converted houses/apartment buildings near downtown/Near South. Very hard to find a home for a family.

Downtown area and Near South must condemn and remove dilapidated houses and buildings. Build new apartments!

Need more side by side duplex

No new construction of residences even begins to meet the needs of moderate income individuals.

Lincoln is not so big that you can't reach most services within 15 to 20 min of driving

Property taxes for me have little rhyme or reason to the actual selling/insurance value and I felt my argument was disregarded when I made a protest.

Very low cost of living in comparison to other cities of similar population size nationwide.

Please share any comments you have regarding the general appearance and attractiveness of Lincoln.

Need to make the entryways into the City more pleasing. Why would you want to venture further into a City if nothing peaks your interest to do so? West O street off the interstate is a prime example of alot of blah and closed businesses and no flowers or welcoming mat or anything. Can't wait for the I-180 entrance look once the arena and the "Lincoln" crosswalk are finished.

West O is a major eyesore and could use extensive improvements.

I think that if we are cutting budgets for lawn care, etc., in parks and leaving areas unmown, which is a logical way to deal with some of the budget crunch, it would be good to spend a little more money at the start and seed a wider mix of things in that area. The parking plantings near the parking lot by the old train station are a great example, the wildflower/prairie mixes you have used their are hardy, require little watering, and look gorgeous.

Some areas are particularly good certain times of year. It's nice to see some variation in architecture, i.e. new block of buildings west of the Arbor Day Foundation building downtown.

The West O Street entrance to Lincoln is phenomenally unattractive, though the arena is giving everything downtown new life and perspective. I do hope we can focus on that aspect of attractiveness soon.

I really like the new Lincoln look with the arrow. Time to plaster that everywhere downtown! I think the downtown is super important to giving Lincoln a unique look and feel. Also, the suburban residential areas are sad looking. They all look the same. Suburbia. But I'm biased, I'll never live in a house newer than the 50s, but some people love that McMansion look.

The city as a whole is very dingy, cluttered, and unkempt. I think that there is a lack of pride by many of the residents of the city. There are not enough waste bins along routes of travel. It is clear from the actions of the people in Lincoln that there is absolutely no enforcement of any litter laws. On a daily basis I regularly see people tossing cigaret butts onto the roads, sidewalks, parks, etc.. And this shouldn't be. I would love to see more tickets being given for this kind of gross negligence, no tax dollars should be wasted on developing a more attractive city when the people are actively destroying that. An aesthetically pleasant city is something to be treasured, as of now Lincoln is not aesthetically pleasing.

There are no entryway improvements into Lincoln/Lancaster County. The entry from the airport and I-80 is pathetic. Downtown has been kept up pretty well and redevelopment has and is occurring (kudos to DLA and Urban Dev.), keep it up. Keep the street sweepers working, they add value to the overall appearance in addition to complying with EPA NPDES Permit.

West O and N. 27th street as far as entryways to the city look like crap. West O is better than a decade ago but that N 27th...bad! Get West O tree-lined at least. Rarely rarely do I travel out to N 27th because it is sooo congested and unappealing to the eye. You know what North 27th street looks like to me? It looks like a city that just flat didn't care what an area looked like and told every business to put up a big ugly sign on a steel pole and your business should also have very unappealing colors. Think about it when you go on vacation and your entering a city, we've all come into ugly cities and it colors our impression right off the bat. North 27th street in my opinion is really a huge failure on the city of Lincolns part.

North 27th has improved drastically over the years. Very good work on this area.

A beautiful city will always attract people who want to live there. One place to improve on (entry-way wise) is the east and West Cornhusker Hwy. areas - big entryways for the city from I-80... lacking!

Although the I understand the business communities want to build newer more eye pleasing developments to replace their current location, read Hyvee, and that those new developments bring construction business to the city. I do feel that there should be a comprehensive plan in place to renew their current locations prior to the approval of the new development. This has happened too often and we are now having to look at empty shopping locations and future blight areas.

As I stated before don't over do the green space and city park areas we can't afford the cost of maintenance.

Lincoln places much emphasis on attractiveness of its commercial areas and entryway corridors. Lincoln should provide opportunities for business owners and neighborhoods to create their own well kept and attractive neighborhood which includes that neighborhood's personality instead of imposing a city vision on an area.

Good job keeping University Place, Bethany, and College View retailers small, retro, and attractive. Gateway Mall is ugly, but it's too late to do anything about it. South Point is better with its landscaping. O Street is okay, Centennial Mall is going to be nice. The newer bridges leading into downtown look good. Antelope Valley is attractive. The Haymarket will be nice. Industrial areas will never look good, so hide them with trees and natural shelter belts. My main complaint is that new apartment complexes are too big and have no trees or green space around them, and too many homes are being packed into neighborhoods, using duplexes instead of single-family houses on smaller lots. Even people with less money deserve a tranquil, green area in which to live. It reduces stress, it increases neighborhood pride, and it reduces crime.

Just keep it clean. I volunteer with my children to clean up an area of downtown Lincoln. Clean is attractive. Fancy expensive modern looking ideas only show how shallow our leadership is when there are homeless people begging for change. Take care of our people before remodeling an office or city sign or anything that isn't starving and/or freezing.

While some of the older shopping areas (i.e., 48th and O, College View, Havelock, 11th and G) are being revived, others are falling into disrepair (i.e., Piedmont, Indian Village, Bethany, 70th and O). The appearance of the shopping areas can have a dramatic impact on the adjacent residential areas and neighborhood QOL.

Again, aesthetics, for the most part, should be left to the market.

Driving into Lincoln from the south is good. Driving into Lincoln from the West is 50/50...good for the arena and stadium but bad for the industrial. Driving in from the east is horrible. Hello Cornhusker Industrial and ugliness? 13th and South area is wonderful! Downtown needs a facelift between 17th and 27th desperately~!

I really believe that developing the historic areas of town is so important to a vibrant and successful town. Investing more in these historic areas is much more important than putting up more corporate shopping centers and malls. Please put a focus on local small businesses and help them to grow by enhancing the smaller neighborhoods and communities in Lincoln.

Again the developer is spending the money to create attractive homes and shopping. The city needs to make growth simple by accommodation of developers.

More trees & greenery in general would be great. Also parking lots feel numerous and far too visible. Having parking located behind businesses and residential buildings helps cities feel more pedestrian and encourages people to walk and take public transportation.

Attractiveness is important in all areas, but I would mention there is a little personal preference involved in determining what is considered attractive. Is this lush gardens, grass/weeds mowed, streets/sidewalks swept, buildings well kept, entertainment districts, amusement parks or a petting zoo?????????

Some buildings are getting run down. It is better to help spruce them up than to tear them down and replace them with big box stores.

Older neighborhoods are in need of better maintenance on the part of owners.

You can put lipstick on a pig and it is still a pig. Stop worrying about looks and bring in some damn jobs!

I simply don't see the City having or providing much impact on any of these issues. The City could have a major impact, particularly on Major Entryways if the "powers that be" choose to. Just what has the City actually done to make our Major Entryways more attractive? Talk is cheap! Coming from the Airport to downtown via Cornhusker Hwy and then 9th Street has always been like coming in the "back door". Just like O Street, from 27th to 16th St. mega-blight! It sometimes seems that the City powers that be are more concerned with what some ignorant (not stupid, just ignorant) writers at the LJS like Nancy Hicks might criticize, like TIF. She has no realization how backwards and anti-progressive her ignorant, anti-TIF rhetoric is.

More buffers and landscaping is needed around industrial areas such as Cornhusker, West P Street, Yolande Street, N. 70th Street etc. come to mind.

Shopping center not attractive at all because it is too far to access from downtown.

Lincoln needs its entryways improved. Commissioned public art would help, but what is really needed is improved funding for Parks & Recreation. Native grasses are great, if they are actually planted. Too many areas are weedy and not maintained by the City. This detracts from the city's beauty. Cornhusker HWY needs to be cleaned up. It's an eyesore and definitely not welcoming! Downtown is improving. Shopping centers surrounded by oceans of ground parking are an eyesore, ruin efforts for stormwater management, create heat islands, and generally need to be transformed into green areas with multi-level parking.

What better way to ruin the attractiveness of a residential area, especially one that has 342 homes with an average value of over \$300 000 than to stick a 130 000 square foot Wal-Mart in the neighborhood.

Functionality should also be considered along with attractiveness. The shopping development on 27th and Pine Lake would work in California or Florida. But is not accomidating to Cold Weather because you have to go outside the buildings to get from one store to another. Gateway/Westfield is dated and unattractive, but is far more functional in Nebraska weather than the mall located on Pine Lake.

The entryways and downtown are critical in my mind. Attention to make the entryways inviting statements of our quality of life is desirable. Downtown is getting better, but there are still areas needing to be improved.

when I took the train 8years ago I could not believe how bad the area's look on the train downtown. bulidings sitting empty and run down and no one taken care of them . Andpeople are looking at that and wonder is this how the town looks all over?

It is obvious there is a constant tension between expectations for newer areas to be attractive but a limited budget to maintain older areas of Lincoln. Streets, sewers and sidewalks are first impressions.

My brother-in-law lived in Lincoln 40 years ago. Each time he visits he comments on how shabby the town looks, especially O Street (which is the main "drag" many visitors use at one time or another). I am personally unaware of any particular design to any of the "entryways" to the city. I think attractiveness overall has improved in the past 13 years, but overall the town is uninviting.

Really could use some work on Cornhusker Highway from the airport exit to I180. the center islands have curbing falling apart all along that section. and the two intersections at the Airport could use alot of sprucing up. Downtown has really imporved over the last several years.

Entering Lincoln is an eye-sore from multiple directions. Cornhusker is a prime example. Residential areas need to bring back the alley and put the garages back into the alley. There's nothing attractive about the garage doors on the street view. N. 27th has improved a lot, and has a lot left to do - but it's getting there.

How do you define "attractiveness"? Some would say perfectly manicured green spaces and brand new buildings. I'm happier with salvaging the beauty in older buildings and filling our green spaces with diverse plant life or vegetable gardens. Regarding the items voted on above, I think Lincoln's doing a relatively good job at appearing attractive, although there are definitely areas that are more beautiful than others. Industrial areas along Cornhusker Highway and west of downtown are two areas that come to mind that could use some work.

Again who is Lincoln and Lancaster County?

I don't consider strange art or flags, etc. to make an area attractive. I prefer natural plantings and areas to sit a bit while shopping, a clean area that is litter-free, well-maintained storefronts, etc. to be much more likely to make me wish to shop in an area. 'Sterile' surroundings do not make me want to visit. Safety is also important.

if I do not know I check neutral

We waste way too much time, energy and emotion over "the look" of things. No two people can agree on what that look ought to be. Let's start getting simple, practical solutions out there, and quit fretting about whether they'll be pretty enough.

I don't think city or county government can regulate the "attractiveness" of shopping centers--which are privately owned. They can regulate safety issues, but beauty is in the eye of the beholder. For example, I find Gateway ugly/gaudy. Government can control the appearance of land around the entrances to Lincoln, and is doing a fairly good job with land that is always under development. The downtown is also always under development, but the focus on facilitating auto traffic limits options for what I consider attractive.

Attractiveness is fine, but we need real quality--not just superficial appearance.

good but could be much better, especially the downtown area.

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The gateways to the city, at least up north where I live, e.g., from the east from I-80 on Cornhusker east or west and down 27th St. are really ugly and embarrassing. When I direct visitors how to come I'm always ashamed of how things look.

In general, attractiveness of entries into Lincoln are not addressed. Seems like they are moving targets that are dependent on commercial development, but without any focus on aesthetics. Shopping areas seem rather non-descript with the exception of SouthPointe. I don't think Downtown has much of a cohesive quality. Aesthetics seem dictated by the initiative of the enterprise.

The development of S 27th Street WalMart is a poor decision. The zoning laws in Lincoln are horrible. Please take a look at Omaha and Kansas City to see how it should be done. WalMart in the middle of a neighborhood is so ghetto and I feel greatly for the neighborhood residents.

I would like to see improvements to the entrance to the city from the southwest (eg. hwy 77 and old chenev area up through 9th, 10th and 13th streets up to south street area)

I think Lincoln need to crack down on homeowners who have vacant homes or homes that are not being taken care of. Also, I think they need to crack down on the junk in the yards of some neighborhoods.

Too many bars. Downtown is college kids. Not a successful, professional business image to visitors.

I believe the City does a poor job of managing land use between commercial and residential areas. The Walmart in the 27th and Grainger area is an example.

City should not meddle much in most of these areas.

Except for city Owned property the city government should not be telling a land owner what they think is attractive. Excluding the point of keeping areas up to code.

Lincoln only gives to Downtown and already run down areas. Planning tools are not progressive for areas starting to age. Need for larger retail shops, more parking around older office spaces. The ability for commercial projects to easily take over residential ground to support new commercial space needs is paramount to keeping the older areas vital

Entrances into the city are terrible. Downtown should look nice, but spending money on lamp post flags??? bike lanes??? I'd prefer some green areas.

As a citizen of Lincoln, I would prefer that all areas are attractive. Beauty is in the eye of the beholder. With the exception of blighted areas that are a detriment to property values, the city does not have much business running someone else's business.

Other than a few older shopping area facelifts with little incentive to fill empty storefronts, older neighborhoods have little identity, or effective associations. Older industrial areas are poorly landscaped or screened, with several salvage yards posing as "car lots" except the junk cars never move or sell.

"Older" neighborhoods without specific covenants are suffering. We have laws on the books about junk cars in drive ways and tall weeds between the sidewalk and the street but it continues to be an issue.

I want to be proud of my City. I do not like the negative talk about smoking or not. It should be a choice. BUT why can't the City put in receptacles to put out the cigarettes downtown instead of having the people throw them on the sidewalk and it makes our Downtown area look like garbage.

Please the first thing you see when you come into downtown is a large stainless toilet bowl oops you call it an arena, for a very losing college team maybe the girls will at least enjoy it. The first thing I do not want to see is round about it makes the city seem like you are going in circles, oh, again, we all ready are...

Some of the entry points into the city are very dated/industrial and make the city look tired and old

I want to live in a growing vibrant community. That would include new area of opportunity. Which would create more jobs

Again, most of these things are things the city should stay out of. Downtown - and by association the Haymarket - I can see. As for residential and commercial and industrial developments, leave that to the developers. It's fine how it is.

Focus on keeping downtown attractive should be maintained.

Beauty is in the eye of the beholder and his pocketbook.

I don't believe it is the city's role to determine the attractiveness of these areas. What is beauty to one person may be an eyesore to another - such as the large brick head on Antelope Valley downtown.

In some newer areas of the City, it looks just like any other city in the country. There is also poor design of shopping centers with big boxes in particular with large parking lots separating the street from the building and no good way to walk from point to point. Some people might think South Pointe is nice, but in terms of walking around the center or from one side to another, it has hardly any sidewalks and is really meant to be driven to and then the walking is "inside" the mall between the buildings. Poor design.

The city/county should get the heck out of the way. Forcing ICLEI software cookie cutter plans on us will only result in less choice.

If you are looking at malls, they are doing well, but some of the strip malls in town are in very poor condition.

Lincoln does not have much appeal coming into the City from the various directions.

Currently, major entryways are not attractive. I also find new developments sterile, unimaginative, and not working with the landscape (why don't all new houses have a significant southern exposure to take advantage of solar energy??). I worry about the new Haymarket area. I found the old area funky and attractive, a place I want to go. The new area sounds like it's going to be bar and chain restaurant heavy. I guess it will attract young people, but I consider it a loss, with local business perhaps unable to bear the rising rents in the area.

Of course, attractive and appealing is always better. It is more of a factor in housing than in other areas, in my opinion.

City appears to be doing a good job at revitalizing existing areas (e.g. Centennial Mall, Antelope Valley, P Street - 11th to 17th, etc)

"Attractiveness" is so subjective as to be meaningless. If the intent here is to imply that government ought to be in the business of requiring/judging/approving or otherwise reviewing projects based on "attractiveness", it is a bad idea. Government is responsible for many of the ugliest buildings in Lincoln.

More emphasis should be placed on placing more attractive business at our entry points. As businesses come and go, perhaps encouragement should be placed with a new business to incent more attractive buildings.

The 56th street exit off the interstate is just a dumpster fire of an entrance into a major city. 84th is meh ok, 27th is by far the best but as a street 27th is impossible to use if you want to get across town quickly. 9th st has a chance especially with the sporting venues in place and all the attractive green space along that route.

Generally pretty good, although West O and Cornhusker highway need a lot of improvements. The city should help "old" shopping areas like Havelock and College View with more than just banners to enhance attractiveness.

Blighted areas remain a big negative to our general appearance and attractiveness, particularly areas close to or abutting downtown. Lincoln should support efforts to improve blighted areas.

Would really like to see the city continue to focus money on older areas of the city. Great job with 48th and O!! There are many other spots like that, both shopping/commercial as well as residential, there are many areas that are unattractive/under utilized, etc.

New shopping developments are not enough. Current sites of business need rejuvenation as well, particularly businesses downtown. Downtown will make or break Lincoln in the twenty-first century! That is where young people want to live and settle. That is where Lincoln's creative class will thrive.

You could be dropped out of an airplane into Lincoln and not know what city you are in everywhere but downtown. Shopping centers have no character. Downtown is not attractive either. Neighborhoods should have signage to identify the neighborhood and instill pride. The only areas that get funding for improvements are handpicked by people who work in the Mayor's office.

There should be a too well option. I see a lot of wasted tax dollars in Lincoln on just stupid stuff that should not even be addressed with the economy being what it is these days. Stop planning and wasting monies on bike paths, etc. we live in a city where if one is lucky, you can be outside and use these items maybe five months out of the year. Concentrate on indoor, affordable options.

If by older shopping areas, meaning old main street building districts, preservation is important and the attractiveness. If you mean older shopping strips malls, once they've aged past their use, tear them down and put a better mixed use building that will last a long time. No one will miss a deteriorating strip mall.

Lincoln is being allowed to go down hill, especially the center of the city. Downtown is becoming nothing but ugly parking garages, office buildings, and bars. Shopping centers are simply ugly parking lots with big ugly boxes set in the middle of them. Too many of the new housing developments are not designed to create neighborhoods, but rather become places for people to park their cars, and hide from the world. We are beginning to see the type of problems associated with larger cities, and if the present policies continue, these problems are only going to get worse. There is still time to change our course, and maintain both a desirable rate of growth, and a positive community based environment.

We need to continue to work on the above issues in Lincoln.

I ranked attractiveness of older shopping area lower because much more revitalization could be happening. Lots of design effort and money have been put into Antelope Valley project, however it is litter strewn in the area around O Street because there are no garbage cans. I think the type of garbage cans that they have on the posts on corners downtown need to be extended further to the East. I walk on O from about 20th st to 24th street to the bus stop after work and there is litter strewn the entire way, but there is no where to pick it up and

Overall, okay. I know it's very difficult to put covenants in place retroactively, but boy it sure could pay good dividends.

Rosa parks is a mess and needs to be resurfaced at a minimum.

I think Lincoln has done a good job of keeping the downtown area vibrant and relatively attractive. The planters on the downtown corners usually look very nice, both winter and summer. I do think the sidewalks could be maintained a bit better--there are so many cigarette butts (and this from a former smoker . . .), and, frankly, I've never been in a downtown area that has more vomit on the sidewalks. Gross, I know, but seriously! When I walk from my parking garage to my office, I can plan on avoiding at least three places where, well, you know. I live near the 27th Street corridor, and I think the area looks somewhat better than it has in previous years. There have been improvements, especially the area surrounding the pedestrian overpass. I do think shop owners and businesses in both the downtown area and in older shopping areas could be encouraged (one way or another) to keep their storefronts and sidewalks cleaner.

I don't think it's the job of government or proper use of tax money to make areas "attractive " a very subjective judgment call. I am oppose to spending a nickel in making any major entryways to the city "attractive " as has been proposed. Let the Chamber of Commerce to it if somebody thinks it matters to visitors. When I visit another city, it matters to me not at all.

It's important to keep the older shopping areas updated and looking fresh perhaps by removing excess concrete/asphalt and planting trees, and refreshing area lighting and image.

some of the older neighborhoods in Lincoln look like they have been forgotten. When core neighborhoods are not maintained, they become breeding grounds for crime and violence. Most people find it easier to move away from these areas and forget about them but at some point in time you wont be able to build fences big enough to contain the problems that will develop.

I believe there should be more foliage, gardens, and even rooftop gardens that could supply the buildings below with food. Lincoln should be looking to become a greener city and these are certainly direct ways to do so.

Much could be done to improve the attractiveness of Cornhusker Highway.

Again, it is awful what we do to the trees lining the streets. Better to cut them down and put in smaller ones that would not interfere with the electrical lines or, better, bury the lines. The residential developments in Lincoln appear to be "all made out of ticky tacky and they all look just the same" i.e. plastic "Barbie Houses" and no trees. Whatever happened to brick housing? or stucco? And why the continuation of extending the city and butchering or ignoring the interior?

There are industrial areas near downtown (such as in Clinton neighborhood) that detract from the downtown surroundings

It is easy to grouse, and I think there are attempts at addressing the aesthetics of our city. I am not impressed by the new Larson building which seems out of scale. The Williamsburg development is a little difficult to negotiate as it appears so many of the buildings look the same, but I suppose you get used to it.

Sidewalks - streets need repair just not around government areas!

Mostly plain

Lincoln is generally well-maintained. Again, many run down even dangerously so homes in downtown/near

Not bird friendly. No variety. No bushes

There are a lot of poorly kept up developments, strip malls and industrial areas in Lincoln. The entryways to Lincoln are nothing special.

Good city for tourism

Please share any comments you have about the community character of Lincoln, what makes it special and what is worth preserving.

We ARE supposed to be tree city USA, so is that Y all our trees are pruned like the letter Y to accomodate power lines. Get real Lincoln----the right of way between the sidewalk and the curb is ripe for burying these unsightly power lines. Make it a priority to do so in the older neighborhoods sooner than later. LES and the city of Lincoln should join forces in getting these eyesores out of our sight.

I would love to plant a city tree by my curb but when I found out the amount I would have to pay to do it we decided to pass. We need more trees, especially in areas where there aren't very many.

The city really botched things up planting those trees during the drought last summer. My girlfriend and I took water on my cargo bike to some on the nearby trail. Hopefully they make it.

Preserve integrity by valuing local features. Trees in Lincoln are a fantastic asset, especially in summertime. Well worth preserving.

I saw lots of new plantings along bike trails last summer and do hope they weren't destroyed with the drought. I'm happy to see efforts put into these aspects and hope it can continue. I hope time, money and efforts can continue to be put into older neighborhoods and business areas; I'm under the impression a lot of this hinges on how active a neighborhood association is. I hope the city can devote more time to that as well.

You've probably figured this out but I love historical areas and trees. They're super important.

Plant more trees, help neighborhoods do more with their maintenance.

There are times properties are deemed historic one they are really just old. However, this isn't often. I do think more incentives to improve properties in older neighborhoods could be done (Clinton, Malone, Near South, etc. Additionally

Maintenance of trees in Lincoln is an old topic that doesn't need discussion. Do like the \$2 for trees program, though!

I think the city is affraid of taking down trees along arterials and collector streets. These trees were planted years ago and there mature size was not considered at the time of planting. You see alot of trimming taking place by utilities that go through the trees, which I cannot imagine is good for the trees. I think it is more important to have the trees in residential areas and leave the arterials open.

Although I think that the preservation of our trees are important, the major transportation corridors should be widened with the loss of the those trees. This has been a need for the city and it's citizens for far too long.

"Y" shaped and pruned trees wherever there is an electric line and huge powerpoles along major streets should not be allowed

Who thought it was a good idea last summer, in the middle of a draught, to plant hundreds of trees along the streets? And then, instead of bringing the residents on board for watering before the project even started, the City waited until lots of the trees were dying before they approached the residents asking for help with watering. That was just very poor planning and execution. Somebody should be fired for that screw up.

The city recently removed a street of trees downtown. As in all things there must be balance. Unique Historical and architectural features are beautiful and an asset to the community yet situations may occur where the old land use is not an efficient use of the space or is so dilapidated that new uses must be made.

American cities are boring compared to European cities because we tear down everything that is old. Some structures are in too bad of a shape to save, but people could be persuaded to re-purpose them if they were given better tax breaks. Lincoln is losing its reputation as a city from the "Arbor Day" state. On private land, everywhere you look in new developments, trees are scarce. Natural trees are routinely torn down at the start of construction, and few are replaced. On public land, the city is low on funds for arborists. We need to take care of the trees on city strips in neighborhoods. Often, these are not replaced when they die. In parks, to reduce mowing, designate some areas for sports fields, and plant low-maintenance shrubs and naturalized plants on the borders. The whole park doesn't have to look like a lawn.

The tree on the parking of my home is tilted and ripping up the sidewalk so its unsafe. City came buy to trim it but did nothing about the tree's irreversible tilt (like cut it down) or the sidewalk. Helen Boosalis' tree zealously has left us with way too many trees in unnecessary places.

O street, 17th to 27th...tear down and re-do.

I think over all Lincoln does an okay job, but I'd like to see more invested in these historic neighborhoods and business areas. There's so much potential in all of them. It would be wonderful to have many destinations like this to go get dinner, get a unique gift, get coffee, etc.

Wilderness park and Pioneers park contribute majorly to my quality of life in Lincoln and I've heard similar sentiments from other people who aren't from this area originally. Preservation of older neighborhoods (near south side) seems very strong. The older businesses in the downtown have so much potential, but it seems that many of them are vacant or not used well. The downtown is littered with chain restaurants that strip the city of a sense of charm.

Sometimes we go too far in preserving old structures, for example, the Industrial Arts building. I mean, please. We can't save everything.

Historical features are important, but sometimes they have to be let go or the public needs to show their support for rebuilding/repairing it. If the public doesn't step forward with private money, then maybe it isn't a priority. We have trees and many are nice, but in recent years we have had to cut maintenance budgets for them. We either have them or we don't. You can get by for a few years, but eventually they will need attention or will need to be removed either before or after a storm.

More attention should be paid to enforcing maintenance codes for run down properties.

There are so many outstanding houses, business buildings, etc... near downtown that look decrepit. It's so sad because these buildings could add so much character to our city. Lincoln is doing a better job of making downtown look good, but we could do so much more.

It is high time to rip out some of the crappy, junk housing to make room for new housing in some of the older areas that actually are close to most of the jobs in this town.

27th street needs widening from South St. to Hwy 2

Philosophically, Lincoln should build on our strengths, not try to import what is less Midwestern, less Husker and less inherently Lincoln. Our community is characterized by our State Capitol, by the University, by our insurance headquarters; by our schools, and by our churches; and unfortunately by our shopping which is represented far too much by tired, boring corporates with zero local flavor and too little by local Mom & Pops. Attempts to fire the City Forester also gives the wrong perception of the City's attitude about parks and trees.

Preservation of older neighborhoods and business areas has improved, especially along N. 27th Street from O Street along the residential and commercial areas to Cornhusker St. Like to see mature trees preserved. Too bad they all had to be removed where the North Forty golf course was located near 84th & Adams St.

Lincoln's tree canopy is headed toward crisis. Within 20 years, the tree canopy will be ruined, perhaps beyond repair. This will make a city like Lincoln unlivable out here on the open prairie. (Omaha is by the Missouri River and trees grow more naturally there.) Sensible forestry techniques must be brought back. A drought plan to protect street trees needs to be developed and implemented. The City needs to invest in removal of old, diseased trees, and replanting. Older neighborhoods and business areas need TIF investments in infrastructure to attract reinvestment by individual home owners and developers. Why invest in an area with ceramic sewer pipes?! Initiatives to get power lines underground are needed. Apparent redlining of neighborhoods should be investigated. The City needs to value its historical and architectural assets by placing preservation into our codes and zoning.

The combination of the drought and budget issues have been hard on trees and parks. We need to do better. Maybe focus on an adopt a park program the way Roads have groups adopt a highway. Residents/businesses could help with mowing and upkeep so the parks can be enjoyed.

not enough people to work and parks and keep trees up and the grass growing and bathrooms run down in

The deletion of the arborist from the city budget is well known. Older neighborhoods are preserved more through their own efforts than by any city support as far as I can tell. However, the Haymarket and other "features" are well-maintained.

There are times when the City pushes to preserve an older house or building that truly has very little historic value or beauty.

Parks/street trees is way underfunded.

Lincoln does better than many cities that I am familiar with regarding the number and character of its parks. I should add my heartfelt thanks to the Friends of Wilderness Park. The city also has done a wonderful job of creating and maintaining hiker/biker trails and in helping to preserve trees along roadways.

Preservation of older neighborhoods: I think Lincoln is improving on this, with its revitalization of the Antelope Valley area. If only the neighborhood south of the Capitol could receive the same facelift. City tree and sidewalk maintenance should also be improved upon.

Continue to focus on smart growth and maintaining what we already have. Do not make the Omaha blunder of sprawling out into strip malls and tacky McMansion developments. Lincoln already has enough sprawl on the south and east sides, so take care not to let this metastasize the way Omaha did on their west side.

More needs to be done to protect the Haymarket and the South Bottoms Historic District from flooding. Should find a better location for the proposed ice rink other than in the flood plain.

Again who is Lincoln and Lancaster Co?

Would be nice to see enforcement of codes in place: Too many are parking cars on front and side lawns in violation of codes, ruining lawns and creating an unattractive scene. Too many leave junk/trash all around their houses/garages that sits for years. Lots of litter around the city...we grew up with the litterbug teaching us!, RE:, parking--many are also putting gravel/concrete in front and side yards and making parking 'lots' in residential areas in violation of codes for extent allowable for parking. This is detrimental to other neighbors' and property values. Some talk about 'tree tenders' to have citizens take responsibility for watering street trees, etc. Not a bad idea, as long as the people are educated about the importance of proper care for the trees. I have seen numerous times that people cut down city trees or pulled them out just after planting. Those are trees of the 'people' and that seems to be a violation for selfish reasons.

Money is frequently an issue in any kind of preservation. If the property is private, the city and county have fewer options. The budget for trees had been curtailed of late, so private owners will have to take more responsibility. The city and county could work with the NRD, tree farms, and other sellers of trees to facilitate group purchases that would be a win-win for both buyers and sellers.

I still think newer neighborhoods get benefits at the expense of older ones.

functionally useful and generally attractive buildings should be maintained but only at reasonable cost. Architecturally "important" and historically significant facilities should be maintained if possible, but only at reasonable cost to the community.

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keep trees out of power lines

Lincoln is still unique, in that, as my then-husband said in a call to me when we were planning to move here, "There are no slums." The neighborhood actions on horrid houses spoiling their areas are examples of good things - to me. The Antelope Creek development and the areas around it are wonderful, no matter what the complainers say. I do think the preservation guidelines could be more flexible some times. Friends in East Campus bought a lot on which they wanted to build their retirement home (having lived here for some 20-30 years and wanting to stay in the neighborhood). They were unable to build a home with an attached garage because of the 'character of the neighborhood.' So who would want a home without the garage attached in this climate if they were planning to live there until they died?! (Eventually a couple, one of whom uses a wheelchair, bought and built there-with an attached garage.) I'm really unhappy that our neighborhood lost this couple, who

Why were new trees planted on A street, North side, between 56th & 70th. Won't they have to be removed for new utility poles? Did not appear they were even necessary.

Widen the streets!

I think that the city preservation efforts have run amuck. Saving the triplets, naming most of the country club neighborhood historical is over the top.

Lincoln's parks are a blessing and a curse, there are a few too many and more importantly several are way too big so we don't have the funds to maintain them but SOME green space and trails definitely enhance quality of life. Why not more ball fields in very underutilized parks like Trendwood, Peter Pan etc. etc. etc. etc. It is beyond ridiculous to me that a city like Lincoln, which is replete with available land on the edges of town in several directions has never put together a large baseball and/or other complex like soccer to attract big tournaments and resources of those who would be here. We are landlocked but that is only self-imposed so not only do the people and their kids who live here "suffer" a bit from that (play too late of games etc.) but as important we completely blow a solid economic development opportunity for business again because we have got to "do it downtown." Does that really make any sense?

Maintenance of trees along streets? I didn't know you really did that unless they were high traffoc areas. I thought the city got rid of their arborists.

trees do need to go, in areas so that you can widen streets

In cases where private citizens have determined that they want to preserve Historical an Architectural Features of buildings, I think the City has not stood in their way. If the City is involved in the preservation of older neighborhoods at the expense of other neighborhoods, then there are probably some issues that I might disagree with. The city should not prevent older neighborhoods from maintaining themselves.

Too many conversions of historic single family homes in the older parts of time into cheap apartment buildings which creates parking issues in residential areas and properties that are not well maintained.

Lincoln has lost a lot of trees in recent storms that have not been replaced. We need codes enforcement in neighborhoods and commercial areas. Vacant houses & businesses should not be allowed to be abandoned and deteriorate to the extent that they blight the rest of the neighborhood.

I have to lay some share of resposibility for older businesses appearances on the slumlord owners who have no incentive to make improvements that raise property valuations and resulting taxes. Policy changes may be called for in older areas to encourage improvements. Trees are a sad subject, being a low priority for years despite the cooling and air quality benefits they provide. We need to support the urban forestry in this prarie climate.

Too much emphasis is placed on preservation of historical and architectural features.

I believe that the Forestry section of the Parks Department has not been a high enough priority. Funding in this area should grow to deal with the increased size of the City and the increased numbers of aging trees along the streets.

you again got rid of the train station, how much more do you need, and the crsppy trees, you need to come and clean my gutters every year because of the many many little leaves thatfall from those crappy trees

Aside from government buildings like the capital, it is not the city's business to maintain historic character of homes or neighborhoods. They can help if they want, but it's not their place to mandate it. As far as trees, ok I guess. I don't notice tons of dead ones. For the love of god stop putting in Ginkos, they're ugly. I don't care what magical air-cleaning properties you think they have.

Lincoln is a small town with all of a small town's good qualities and lots of good qualities of a bigger city as well such as the Ross Theater.

During droughts it seems a waste to try to get new trees started. Wait until the drought lifts.

so what is the role of city government???

Let's not over-preserve the City to the point that we are resisting positive change. If we are protecting a building from becoming a parking lot, then great; but if we are protecting a building or neighborhood from a good development that includes higher density or mixed use, then we need to weigh the positives and approve something that achieves positive change.

History is important. It's what gives our community character. You have to make the decision everyday to maintain it. You can only decide to destroy it once.

The city has done a VERY POOR job of maintaining the islands with shrubs, trees, and bushes that were planted just a few years ago. Many of the islands in the streets have been reduced to just "mulch" instead of the beautiful ornamental trees, shrubs, and flowers that used to be there. It seems like they want to just take care of the islands along "O" street and downtown and let the others look like crap. 70th street south from Pioneers to highway 2 is a classic example of this. The islands used to be planted with many beautiful flowers and shrubs and the lack of care has caused them to die off and NOT be replaced. Now they plan grass islands for Old Cheney without any trees or shrubs in them.

I guess it's well known by now not to mandate planting only 1 kind of tree along a street. And we'll have to pay special attention to how climate change is affecting which trees will flourish or die. Be aware of slip-ins in older historic residential neighborhoods.

Having lived and taught in older neighborhoods, I feel that the large amount of far-flung suburban development has contributed to the deterioration of the older neighborhoods.

maintenance of city trees along streets and parks appears to be more of a function of budget than city desire

"Preservation" of older business areas should not be the focus as much as encouraging their modernization and rehabilitation. That requires that they be able to expand. Unfortunately, in most cases, that will involve removal of some existing residential uses, but if older neighborhoods are going to remain viable, desirable places to live, the commercial goods and services available in newer areas must be available. That means enabling expansion/construction of buildings to modern standards, and provision of parking as well.

There are too many old, damaged and dying trees. Fewer trees would be better.

It's frustrating when we hear of progress being impeded by some stupid historical something-or-other. If an item or building has historical significance so much so that it impedes development, then it would be valuable enough that private entities (not the government) would consider that for economic gain.

Lincoln's historic neighbourhoods are being neglected it feels, I see more historic houses being torn down and not taken care of, the neighbourhoods looking shabby.

I do not see much replanting, but I do see many trees coming down. Also, parks are unmown and not available to children in that state. The near south neighborhood has too many dro in apartments.

It must not take much to be designated a "Tree City, USA."

Historical preservation is important, but so is commercial growth in response to population growth. Commercial growth / maintenance in existing urban areas seems depressed to almost non-existent other than Haymarket.

Keep this place green!

When I open McKee's books on Lincoln and see how many landmarks were destroyed in the last century it makes me sick. Downtown Lincoln has no character or strong architectural theme. Neighborhoods have to fight to keep their character.

Again, wasted tax payers monies. Why are there even trees, etc. on the roads when they either burn up in the summer or die due to the cold. Save \$\$\$\$ and just concrete it. I don't believe in preserving something just because it is old. An actuary should review the numbers and only economically sound issues should be pursued.

The downtown of Lincoln is the absolute heart of the city. Its not so much the case in Omaha where its hard to say where the most activity is. But in Lincoln its clear. And we should keep it that way.

Neiborhoods are critical to the character of Lincoln, a sense of history gives people a sense of belonging, and from the time I moved here, it has reminded me of the small town where I grew up. I am afraid we are losing this quality. There is nothing wrong with growth, but it needs to be smart growth. Housing developments should reflect the type of qualities that our older neighborhoods present, encouraging people to walk rather than drive. Downtown should be a true business and retail center, with the public transportation system to support it. Malls and shopping centers should be designed to be elements of the community, rather than just places to shop. They should include park areas, both outdoor and indoor, where families can gather, whether they are there to shop or not. They should be in locations and designed to encourage pedestrian activity around them. Somebody had to draw up the plans for these shopping centers, it should be the people in the community that have to live with We need to continue to work on the above issues in Lincoln.

Older areas have the most uniqueness and character - city doing better now at preserving these areas.

I think keeping the older neighbor hoods and business areas vital is important so keeping the character of a smaller, friendly midwestern city. Sprawl and chain stores found on the edges of town detract from what makes Lincoln unique.

Many trees were planted in 2012 but they were not watered and many died. I understand the need to conserve water but I think the expense of buying those trees and then having to replace them would be greater than the cost to water during a dry summer.

The Jiffy Pop Arena is an eyesore, and a real architectural detriment to the preservation of our once- historic district. Lincoln's trees are an asset to the city and I appreciate all that is being done to maintain and replace them. Creating investment incentives in the center of town would be a bonus--lots of people would be happy to move back downtown if the area were improved.

I think the Historic Preservation committee generally does an adequate job considering their constraints. I think the resources available in target neighborhoods have been useful in helping stabilize older neighborhoods. Designating business areas as blighted has helped with those areas as well. I think there could be better tree selections along streets. When I lost my elms several years ago, I really struggled with the choices I was given for a replacement tree from the city. They were all either too tall (I have power lines), or a questionable species. Given the choices I had for a replacement tree, I ended up not replanting one at all.

Lincoln is relatively compact and I believe we should strive to maintain that pattern. It is relatively green, though we are falling behind on planting and care of street trees and area devoted to parks. The availability of parks, large and small, is going to be a community value that only increases in the future.

Sturdy native Nebraska trees are vital to beautification, appeal, recreation, and coolness of the city. Trees assist in cleaning the air and reduce CO2 emissions. If there are open grass easements along roadways, railways, parks, or streets that do not have trees growing, there would be value in planting of trees in these areas. Lincoln could have an even greater appeal to have an obvious and noticeable amount of trees planted. The city has done much work in planting trees, but I noticed last summer that many dried up. The trees outside Leon's Grocery on 30th and South street is an example. Perhaps there could be a more secure plan in place to see those trees are watered in their tender growth years.

Enforce building codes so properties don't become run-down.

Get that goddamn arena out of there.

Too many newly planted trees died due to lack of water.

It is astounding how many solid, historic buildings have been taken out, such as the Cultural Center at the University. Again, the older neighborhoods are becoming ghettos in a short time. I'm proud of my gorgeous "inner-city" house with magnificent woodwork, high ceilings and beautiful architecture.

Would love to see more trees and more maintenance, but recognize the toll (extra costs) that the drought and disease have taken recently. Pleased to see the "2 4 trees" program, so citizens who care about trees can contribute.

Streets - sidewalks - on/off ramps glass - trash - animal poop need attention

Good schools and shops but, poor work on parks

Would love to see more shade/trees downtown - use more older buildings and less new construction

Historic areas - housing not kept up

When driving around there are a lot of poorly kept up areas, both business and residential.

Blessed with good parks and bike paths for transportation/exercise.

Please share any comments you have about natural resources available in or near Lincoln.

Get the Lincoln Public Works Maintenance shops out of neighborhoods and consolidate them in an industrially zoned area. Sadly, although I understand the budget implications of mowing park land, the look of wildflower planted stream embankments and overgrown grass in our parks is a blighted look. Promote and recruit citizen volunteers for mowing jobs or get it back in the budget.

We need more out in the NW corner of Lincoln (Air Park). We almost feel like the black sheep of Lincoln. We have no bike paths to connect us safely with Fallbrook or the downtown area. I'm an avid cyclist who enjoys riding to work but the path is so very dangerous heading towards the airport or Highway 34, especially in the dark hours around 5 a.m., I tend to not want to ride to work anymore.

The support the city has shown for community gardens, etc., and the interest that businesses have in selling local produce, etc., are great!

Access to local food keeps getting better, and I hope the city/county continue to support that. We have some excellent parks & trails, which is one of the main contributors to my quality of life.

I've always loved Lincoln's efforts to improve bicycling, trails, etc., and hope to see that continue (including bike lanes on streets). The growth of farmers' markets and food coop programs have been beneficial.

So, I'm paleo. Which means I try to get 80% of my food from local sources. I joined a co-op, a CSA, and plan to shop at the farmers market this summer. So buying my own local food is great. It's much harder to get at a restaurant. It'd be great to have a few more restaurants serve local food and advertise that they do so.

In the field of natural resources, the City of Lincoln has dropped the ball and it is disgusting. 1) There is so little out of doors space to enjoy and what there is available is overcrowded, poorly maintained and unattractive. The land that is devoted to parks isn't desirable, it is some of the poorest land in the city. There are no places for people to get out side and enjoy, there are just weed ridden patches of un-watered grass. Get some camp sites, fire pits, more trees, more play grounds, dog parks, bike trails with grass next to them and not weeds. 2) Farmland is being continually developed into poorly planned housing developments. Please build up, not out. There is absolutely no excuse to see cultivated farm land being turned into gaudy housing with large, useless lawns. 3) The water ways through town are filthy. There is trash everywhere. Divert some money to trash cleanup and riparian buffers. 4) The farmers markets are full need to be more accessible by bicycle.

Condition and access to parks continue to decline as Mayor's and Council (pushed/supported) by the LIBA-5 cut funding year after year. Funds used to improve the systems are either private or grants, not City/County tax based. Pedestrian bridges have fallen down, and others closed due to poor condition limiting access to our parks. Sprawling development and big box shopping have devoured farmland inefficiently while return on the tax base to support our public functions has been minimized. More efforts to maintain, make improvements, protect our farmland, and maximize our tax base return need to be accomplished.

Lincoln has great farmers markets and ways to enjoy the outdoors!

The farmer's markets certainly make the latter feel more available. I feel good about how easily I can access locally grown foods.

-

Lincoln has many parks to enjoy the outdoors but does not do a good job maintaining all of them. The city should not be preserving farmland. Farmers should be using and preserving their farmland. Farmland is meant to be farmed it makes no sense to try and "preserve farmland" When it makes no sense to farm it it should be developed or if there is demand and funds available turned into a park. availability of locally grown food - Many businesses and restaurants provide locally grown food. The farmers market is not only a great community event but it also provides locally grown food and a place for new entrepreneurs to test their market. The city and county need not address this issue.

Along the hiking/biking trails, a wide swath of land should be preserved on both sides. Housing and commercial areas should never be built up against the trails. As soon as this happens, people begin walking down the sides of the embankments, eroding the ground, throwing trash, painting graffiti, dumping grass clippings, building sheds, and "clearing brush" by cutting trees that they don't even own. Keep the green areas green. Make a buffer zone between them and houses or stores. As the city grows, this is important. Those trails provide a calm, healthful getaway for people all over the city. They are one of Lincoln's greatest assets.

Is it really the role of the City to make sure there is an availability of locally grown food? NO it isn't. Let the market place decide.

Again let private industry create farmers markets and entertainment opportunities for lincolinites.

The farmer's market provides locally grown food and contributes to the culture of the community a great deal.

These are areas the City/County has focused on for years. The balance has shifted in this direction and they are all plentiful. There are many examples all around town with trails, focus on building upward rather than outward, Antelope Valley and farmer's markets all over town.

Farmers markets and community gardens help make locally grown food available. I'd like to see more local products in the stores.

Tax dollars should not be spent on food availability. Let the market handle this personal choice.

Farmers markets are awesome. Bike trails are awesome. It would be great to have more areas like Pioneers and Wilderness parks though...

Fix the bridges and make more bike paths.

Parks funding seems to diminish each year - what does that say about our support for "Enjoying the Outdoors"? Lincoln needs to support parks, ball-fields and urban nature. Farmland is more a County and State issue; as Lincoln grows, farmland will diminish. That focus should better concentrate on food distribution rather than ag

As the population in Lancaster County continues to grow, less farmland will be preserved. Need more outdoor activities such as trails and shoulders. Need to do a better job of connecting the trails with shoulders or more trails as more development occurs. Appreciate the local farmer's markets.

We have too much sprawl and this is adding to our ongoing municipal costs, as well as taking ag land out of production. More pocket parks would make outdoor recreation within walking distance of urban dwellers. More needs to be done about runoff and its impact on water quality in our streams and lakes. (I can remember when we could swim in Holmes Lake. Now due to runoff from golf courses, pavement, etc. that would be dangerous.) Nice to see the Community CROPS initiative take off, but needs more support by providing access to water for irrigation.

More farmers markets like the one in Havelock would be nice. Downtown does not have adequate parking to host the large one. Have them in more neighborhoods.

Let the market place determine the amount of locally grown food - if it's embraced, then the market forces will propel. Don't waste precious tax dollars chasing a whim!

We need more community gardens, especially in lower income neighborhoods. We have some, but not anywhere near enough. Retail grocery stores are needed in close-in neighborhoods and downtown.

We could come up with more affordable practices which would benefit everyone.

I utilize the parks and city golf courses on a regular basis. We are fortunate to have good courses. Unfortunately the 2012 drought was very hard on our courses. We cannot just let them go. There needs to be a way to prevent the loss of grass.

Parks in bad shape.

I was shocked to move here from the West Coast and find so little local food being sold. That has improved a great deal due to farmers' markets and CSAs.

Except for the loss of farmland due to suburbanization, Lincoln has done very well with respect to opportunities for enjoying the outdoors and in farmer's markets and other ways of buying locally grown food.

Pioneers and Holmes parks should be used more for city-wide events. Allow individuals, or companies to sponsor events there like Omaha does with the Maha Music festival.

Lincoln has an abundance of local farmers markets, but Lincolnites still get 90-95% of their food locally. We should invest in small, local farms and food distribution systems to improve this fact. Our natural resources are also important; some work is being done to improve it with LPlan2040. However, I don't know if anything's being done to limit urban sprawl, which depletes our natural resources and is environmentally and economically unsustainable. Farmland should be preserved, with preference and assistance going to small-scale farms that follow organic practices and are bio-diverse (not to mono-crop farms that spray petroleum-based chemicals all over and drive its products out of state).

The decision to shut of water on the public golf courses was ridiculous, along with recommending that residential areas shut down watering completely and that both areas the grass would just go dormant and be revived once it rained or watering resumed. You have ruined Lincolns golf courses.

Ignore naysayers with conspiracy theories about sustainability and Agenda 21. Natural resources must be carefully guarded, and Lincoln should make a sustainable future its top goal as a community. Our local farmers are good to us!

Thanks for trying out vegetable gardens in certain city parks. Very innovative.

Again who is Lincoln and Lancaster Co?

Front-yard food gardens should be made an easy plan, with instruction or guidelines easily available. Same with rain gardens, rain barrels, prairie/sustainable gardens that are drought-tolerant and require little use of chemicals and even little mowing. Good to consider that greenspaces in commercial areas be planted only in native, drought-tolerant and sustainable grasses and plantings. We are long past the time of flat, green, square/rectangular lawns that require lots of water, chemicals and other maintenance. This is a virtual travesty in these new times of drought and climate change. The 'times' beg us to make changes, personally, and in the business/industrial/gov't properties. The idea that the newer libraries have been using is great, and certainly helps in other areas, such as insect/bird/pollinator habitats.

if I do not know I check neutral

We could use more city parks. Developers could be coaxed into setting aside land for such purposes if there was a trade-off of increased housing density on other parts of a land sector. We have several farmers' markets within the city that seem to serve their purpose well. Water as a natural resource could be better used by requiring plantings that require little water during the summer--no more Blue Grass (only Buffalo and deep root fescues). Ban the use of water for lawns.

Community CROPS does a good job of promoting local food. It would be nice to have more retail grocers who insist on using local produce rather than trucking in from 100s of miles away.

I love it that folks can now have chickens!

I am a small business owner.. I like to buy local and I think that it should be supported and encouraged. And people who don't realize the importance of it need to be educated about the benefits.

If it makes sense for food to be grown locally it will be. I don't think that the city needs to be involved in that decision.

The fact these questions are being asked is an indication to me that, perhaps, the city is meddling where it shouldn't in many cases.

Nebraska has plenty of farm ground. What we need is more jobs and more people to live here. give up some farm ground around Linocln and lets get this town moving. Get the south beltway going quick and this would local food should be a huge priority for Lincoln if we think our health is important

We should encourage more locally grown food among other things. I think the city has actually gotten away from "local" even in hiring engineers, construction, etc... focus on LOCAL small businesses!

Questions do not make sense. If you way something is not important then you ask how the city is doing. Stupid questions

The city has no business trying to preserve farmland, or natural resources. Locally Grown Food should not be a concern of the City. The fact that you are surveying about these topics means that you are doing a poor job.

Expansion of farmers markets and community garden opportunities would be beneficial.

Again, it's Nebraska, there will ALWAYS be outdoor opportunities. We're not in freaking Rhode Island here. Stick with the parks, keep you city noses out of the rest. I like local food, but it's not the city's place to get involved except get out of peoples' way. let the market decide on that.

There should be more natural areas for hiking and enjoying nature closer to downtown.

Again - just what is the role of city government in these private activities?

Not much of true local food movement here yet. Farmers' markets are great, but not year-round.

One sentence...City Market in Kansas City, open all year, every weekend and more.

Local food is one of the most important issues of our time! I go to the downtown Farmers' Market weekly and we belong to a CSA. Would like to see city help facilitate local food in the public schools. I use the parks regularly. They need to be funded--i.e. bridges of Wilderness Park replaced.

Although all of these are very important -- it doesn't get much more important than food & clean air -- I admit I don't know much about what has been done to help in these endeavors.

There are lots of natural resource areas however there is insufficient budget to support them. New developments could be built to be much better for conservation of natural resources (i.e. conservation design)

Availability of locally grown food is nice...during our short growing season. We enjoy a much better selection of fresh fruits, vegetables, etc. now than we did in the past due to improved distribution on non-locally grown produce.

On the trails one of the things I enjoy the most is the natural land and the trees, lately I have been seeing more and more trees coming down, making the trails less and less attractive and bland. More land is being cleared for "development" but then nothing comes up and all there is left is barren land.

Locally grown produce will keep prices down and nutrition and safety up

Lincoln needs another Pioneers Park. The bike paths in and around the city are great, but more could be done to improve their usage.

I grow as much of my own food as possible; its good to see more local foods available too. But all the other foo-foo crap one has to wade trough at so-called farmers' markets are a waste of time.

I love pioneers and wilderness park. We need these types of green space on every side of the city. And then build inward.

We're doing okay in this area, but we should be doing better. Just like we need to stop tearing down historical buildings and neighborhoods. It would be better to restore than to replace, better to replace than to build new, and better to build new that reflects our older neighborhoods, rather than the build homes and businesses that are only concerned with accomidating automobiles, rather than the people that live and work in them. Keep things on the human scale.

We need to continue to work on the above issues in Lincoln.

Community crops and similar organizations help with encouraging growing food in an urban setting.

Opportunities for outdoor activities other than organized sports are very important.

We are constricted by what the market place determines and it's a challenge to encourage and foster certain desired outcomes

Living near the new Antelope Valley project, I have to give high marks to the first category! It's a great place to walk and bike, and just enjoy the outdoors right in the middle of the city! I also still enjoy Pioneers Park, and the other (albeit limited) green space we have available. I do think Lincoln could use more green space; across from my house, for example, a house was torn down (before I moved there) and a nice little park was created. I would love to see one of those every few blocks. I'm anti-factory farming, so preservation of farmland is low on my list. I love Lincoln's farmers' markets, but I really think we could support more of them--either more locations or more days of the week. I know several have started up around town and not really lasted, but I think more resources should be directed toward the establishment of an even stronger market system. Wouldn't it be great to see a location dedicated to an open-air market held every day?

I live in the Country Club area where there are many magnificent trees, but also trees that are being removed and not replaced. For aesthetic and environmental reasons, I would like for the city to educate citizens to the importance of planting and caring for trees.

The Pioneers Park Nature Center is critically important to the education of Lincoln's young people about the natural world, the nature of this particular place, and all the ways the welfare of human beings is dependent on natural resources. It is egregiously underfunded. Instead of sticking some clumps of prairie grass in downtown Lincoln and calling it education about the ecosystem, the city and county need to make it possible for many more kids to get out to Pioneers Park and begin to understand the interrelationships and complexities of how the natural world works.

I love the farmer's markets and I think there should be more of an emphasis on attending and their availability. I think Lincoln does a good job of showing people the availability of the outdoors in a place where a lot of people believe there is no, or little, opportunity to do so.

Please give any kind of support possible to the courageous entrepreneurial organic farmers in the area.

Trash, glass, animal poo

None

Love the Farmer's Market

We need a permanent farmer's market (year round)

Lincoln does well with bike trails. More of parks need to be mowed so people can use them. Not too many people walk or picnic where grass and weeds and trees are knee deep.

Open space is attractive., Good that city is expanding in all 4 directions.

Please share any comments you have regarding land use patterns and development.

It's time to think about refurbishing and updating existing infrastructure as well as repurposing buildings in addition or in lieu of just building new stuff.

Smarter in-fill design, rather than sprawl, should be a priority. Our region benefits from both urban and natural/agricultural areas.

I'm not very studied on these issues but generally think Lincoln has a nice balance of open spaces and isn't overdeveloped, as well as considers preserving natural areas. I'd hope we can keep it that way.

Green spaces are SUPER important for the mental and physical health of a population. Please keep them natural and spacious.

More green spaces, walking, and cycling should be made more of a priority. Redevelopment of old buildings and areas would be better than to develop new areas. Preserve more riparian areas to help integrate wildlife with the city and to break up the monotony of the urban landscape. A city that avoids so much traffic congestion and car use would be wonderful.

Lincoln seems to have a nice balance as far as I experience it.

Developments, including public (schools) use expansive tracts of land with less public revenue generated per acre than there should be. This expansive (less dense) use demands public infrastructure (streets, water, sewer, electricity, transit, etc.) at a higher cost per acre than a denser more sustainable land development.

Too many times special interests or certain people get lots of breaks. System is unfair and not administered in the same way to all people.

Balance slow outward growth with revitalization of the existing urban core. Newer developments should be more like Fallbrook- pedestrian oriented with some routine errands (e.g., groceries) within walking distance of the residence.

Wish you wouldn't have caved in to home builders & developers demands on making future development less dense than proposed when the public was in favor of more dense development (Plan 2040)... Lincoln should aim for smart growth and not be another Omaha or LA.

I feel that we need to preserve the Natural Areas but let's not confuse that with park land. We have seen a situation recently that because of budget restraints the city cannot afford to maintain or improve park land. The point is that we can preserve natural areas but keep the maintenance in the hands of the developer or HOA. How do you control or balance urban sprawl? The taking of ag land for housing, good luck.

We have a planning department? Would not appear so over the last decade.

I think parking lots are generally too big, but especially downtown. That reality may not actually be something that is within this particular entity's control, but overall I feel that there are parking lots or empty concrete areas that exist solely for the eight weeks of the year that there are football games in Lincoln. I could be wrong about this--I'm sure there are studies and intelligent people designing parking lots who understand how many spots are needed for the number of people working nearby--but since the survey asks me what I think, that's what I think!

Efficient use of available land is a great ideal but the city must balance land use planning with citizen property rights and make sure to preserve ag land and natural areas in a way which does not inhibit business development. I don't see a reason for the city to work at preserving agricultural land. Farmers and people in the Ag industry will make sure they have enough and suitable quality land to carry out their business. The city does not need to give them special incentives to cultivate their own land or keep it as a farm - if it makes more economic sense to sell the land for non agricultural purposes then there must not be a need for agricultural land.

Keep a wide green corridor around the hiking/biking trails. Allow shelter belts to grow around developments in both residential and commercial areas. Include more green "commons" areas in neighborhoods or bigger yards around houses. Apartment complexes are too big, too high, and have no trees, yards, or shelter belts. Commercial buildings are being built too close to the streets. The overall impression is that Lincoln is becoming more urban, more paved, less treed and less green.

Anything done must be bicycle friendly. I was promised the arena development would be but have seen zero info on this. If it is not, my vote will be carefully considered on all future projects.

Too much sprawl -- not enough in-fill. I vote for density over sprawl. Parks often in poor repair and give cars & drivers priority over cyclists and pedestrians. Provide cycling and walking options for all new developments. Should be able to bicycle safely to every park in the city.

Ag development procedures need to be updated, you need a current well test to assure that there is adequate water for the new homeowner and existing neighbors. Submitting an old test from the 70's or 80's in no way compares to today's water usage. Lack of water availability is in the forefront of the news today but we continue to allow 3 acre developments with no infrastructure support. You should not be allowed to get an AGR zoning change without a plat being submitted. Allowing homes to be crammed on an existing homestead looks mismatched & would not be allowed in the city limits as it looks out of place.

I was very disappointed that the issue on buying future park land for the expanding city didn't pass (I guess an arena for a few people is more important than a park for everyone these days). I am pleased to see that the city is getting away from mowing every acre and has gone to natural grasses in some places. Also seem to recall that there is some consideration of allowing more community gardening. If not, there should be as it seems reasonable to do so. I understand the concern for building up high tax value commercial areas but would also hope that more attention is paid to some of the residential blighted areas. That and taking landowners to task for not keeping up their properties. Maybe some of those should be taken by eminent domain and changed into mini-park or community garden areas if they can't be brought up to speed otherwise.

I do NOT feel just because there is standing water in a field the government should be able to come onto private property and declare it to be a watershed area and take that away from a farmer to use as he sees fit.

Lincoln's preservation of natural areas through park systems (such as Wilderness and Pioneers) makes it great to live here. The biggest area for improvement in Lincoln according to my experiences living in other communities is developing the downtown. People who live near the downtown area have to drive out to the edges of town to have options for grocery shopping and buying other goods and services. Finding a way to revitalize the downtown and draw businesses back to this area would make Lincoln more pedestrian friendly, environmentally responsible, and vibrant.

The current plan seems to discourage growth, will eventually raise taxes and cause people to live in nearby communities and still work in and around Lincoln. I would like to see infrastructure for growth looked at and prioritized rather than being avoided. I don't disapprove of growth in the core, but feel all options should be available for the individual families to decide what is best for them. Public safety, responsible development and construction is still important, but growth serves everyone and allows us to enjoy our libraries, parks, pools, etc. What are our 10-30 plans for water, sewage, etc. are we buying the necessary land before it is developed? We need to be responsible and educate the public about our resources, but should a drought stop us in our tracks? If it does, there has been a lack of planning involved. City/State is run fairly well, but there is always room for improvements. Thank you for looking & asking!

I don't like sprawl, but it seems we've been doing better at avoiding that.

Too much urban sprawl.

Sometimes the preservation of natural land takes priority over the use of the land.

I think there is still considerable room for improvement in the area of City support for development of unimproved and blighted land within the city limits, and particularly blighted/unimproved land within the Downtown and Haymarket vicinities.

growing is good, but not sprawling. We better to have an efficient and effective city size.

We need more compact development. To achieve this, we need more infill development in the City's core, as well as an initiative to rid core neighborhoods of dilapidated housing that was built to only last 20 years. It would be a good idea to increase standards for newly built residential multi-units so that the building life is longer than 20 years, and that preservation efforts for existing, quality housing are supported. Through more compact development, we will reduce City infrastructure construction and maintenance costs over the long term, while reducing the encroachment of the city upon vital agricultural lands. Compact development with well-maintained green areas will improve the quality of urban life and make it more cost-effective to expand and enhance our public transit system. We should utilize TIF to improve streets, sewers, lighting etc. to improve core neighborhoods. I love that the City is committed to the Prairie Corridor on Haines Branch and related projects.

I have no idea how Lincoln and Lancaster County are doing

Allowing Wal-Mart to build a 130 000 square foot Super Center IN a residential neighborhood is a complete failure on the part of both the planning department and every other city/county agency that touched this project. I don't blame Wal-Mart on bit, I squarely place the blame on Mr. Kraut and the rest of the planning department for making what they had to know was a bad decision, then when confronted by hundreds of residents about this desicion they refused to address ANY of our concerns.

Foster continued development in Stevens Creek - our strongest growth potential is to the east (toward Omaha).

I wish we could be more forward thinking regarding street improvements but I understand the budget

Lincoln has many wonderful parks and they are greatly appreciated but are not well taken care of.

No opinion on the above

Optimal utilization of prime land is important, particularly in the core parts of the city.

A number of years ago I served on the Stevens Creek Comprehensive Development Plan. All of us were very supportive of our proposed plan. When it was sent to the Lincoln-Lancaster Co. Councils for implimentation, the plan was not implimented. We recommended that the Steven's Creek to be developed as comprehensive 'stand-alone neighborhood developments'. We did not want more of Lincoln 'coming over the horizon'. As a residence of Steven's Creek, all we see is more of Lincoln 'coming over the horizon'. There appears to be the same development of unconnected strip mauls businesses and housing developments with no leisure time/recreation space. There is little recognition given to the development of neighborhoods.

in wet lands in 27th superior they should have let it stay and not have developement for the wild life.

Parks, Trails and natural areas are essential to the sense of connection and harmony with nature and natural areas. Design of buildings and home areas need to best reflect the connections to quality of life and efficiency of

A lot of urban sprawl due to relaxing to many agricultural development rules. Businesses are springing up in agricultural properties too much.

For the Dedication of Parks, in new land subdivisions, the subdivider shall be required to form a home owners association, collect fees from the property owners in said subdivision to maintain the park to city code and issue to the city an easement for any utilities, to the public use, and the subdivider to retain all liability.

There is much to much expansion to the East and to the South without adequate access to suitable movement of traffic. We have been hearing about the South and East bypass for 20 years but no noticable progress is being made to put this to fruition. NOthing was done when movement south was rampant, with the only "good" thing about that being the recession. Now the East is being allowed to follow the same path. DO something about Lincoln "sprawls " which to me is not an efficient use of available land. There are very few population-dense areas that also have services.

The City needs to develop in the most efficient way possible. We need to make the most of the infrastructure that we build an do a better job of maintain ing our roadway system.

You never really hear anything about this issue.

While Lincoln remains much better than many U.S. cities, I hate the see the increase in urban sprawl and suburbs with a design that tends to isolate people from their neighbors.

increasing density in the core neighborhoods needs to stop

Our land should be used environmentally sustainably. Urban areas should be well-planned, efficient, and compact (no sprawl). Rural areas shouldn't be filled with mono-culture crops doused with petroleum-based sprays. Diverse, native wildlife and small-scale, local agriculture should fill our rural areas. I know that Lincoln / Lancaster County is working towards at least some of those goals as part of LPlan2040 (bike corridor, etc), which makes me really excited.

The proposed new ice rink should not be located in Lincoln's downtown floodplain. This will add a foot of water over 35 acres of the Haymarket and South Bottoms Historic District when we reach flood stage on Salt Creek.

Loved to see the more natural ideas in the parks when mowing was reduced. Also liked that the grasses filtered the waterways thru those areas. Would like to see more areas planted with natural types of grasses/wildflowers to promote birds/bees, etc.

Residential land use in the city is pretty efficient, but commercial development not as much with lots of one story buildings and lots of parking. The county has too many exceptions to what would otherwise be pretty efficient regulations.

Given the amount of existing open, available commercial space, I am continually puzzled that we must build even more.

The Hwy 77 bypass is a very efficient way of moving from I-80 to southern Lincoln, but it certainly cut up many farms and made their land less useful. The proposed south bypass will do the same--rather than widening existing roads to make them one-ways south/west and north/east. Having such roads a mile apart would not be unmanageable. Preservation of natural areas is very good--such as Wilderness Park and the bike paths. Efforts should be made to persuade contractors to set aside parts of each development as a natural/wildlife area. Even in the city, we need to preserve natural habitat for various creatures.

I'd like to curtail urban sprawl, and encourage more development in the already built-up parts of the city. Many older neighborhoods have deteriorating structures than can be demolished and replaced by new ones, helping to revitalize the core of the city.

I think that realistic agricultural land values and locations should be used to establish zoning criteria. I think that the concepts of industrial parks and commercial areas need to be developed to make them available to but not intrude into residential areas. Residential zoning may need to be revised to permit variation, for example, in set back and building separations. The issue of residential blight probably needs guidelines for adequate control and or enforcement. Bob Mitchell (3 – 15 – 2013)

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Stop wasting money and resources on the Salt Creek Tiger Beetle and other so called rare creatures. They do absolutely no good for the human race.

Developers should preserve the existing natural areas onsite and work them into the design of the development. Too often, they add amenities (water features and trees) after they have destroyed the landscape.

There seems to be too much reusable space within existing neighborhoods to develop before extending to the suburbs and having to put in infrastructure and add to city services such as police and fire. Redevelopment makes more sense rather than extending out into the county.

Lincoln/Lancaster county need to facilitate more expansion on the edges of city limits and do better of planning and developing street systems outside of city limits to provide for future expansion.

Sell city property that is idle and/or not generating income. Reinvest in infrasture and streets.

Care should be taken when looking at developing outside current city boundaries without first identifying how infrastructure will be provided and paid for. Impact fees were voted in but now our leaders are not willing to use this funding source as intended.

The city seems to create more park land than it can afford to maintain. When the Sunken Gardens needed to be refurbished the city couldn't afford to do it and had to raise donations. The new park along Antelope Creek also is being funded by private donations. Until the city can afford to handle what it already has I think that it should forgo adding new "natural areas".

Lincoln lacks a large industrial section to attract future employers. We spend too much money on making the city beautiful instead of attractive to larger corporations. One difference between Lincoln and Omaha is that Lincoln lacks a Fortune 500 company. What is the opposite of growth?

Lincoln has plenty of room to grow and develop on the outskirts of town. The concerted effort to "do it downtown" while laudable for a time is frankly, now overdone. There is no reason why available land shouldn't be utilized on the edges of town for natural growth and development especially as a city that purports itself as one that wants to "be business friendly." Additionally land prices, rents go up in the core neighborhoods when too much new development happens which actually is detrimental to the poor and disenfranchised. Lincoln has a good mix now but it is starting to tip too far in the direction of core neighborhood development and "in-fill" within the city limits. Time to re-balance and let outskirts development continue. Government's role in this area should be very limited and only asserted when a compelling interest is there, not a trumped up one or one that is lobbied the hardest for (ala the Downtown Lincoln Association) asserting disproportion and undue influence.

Review of all zoning would be good-just to keep things like what happened on S27th from happening in the future-- and East on Old Cheney.

Elected City leaders need to be on record as being for or against growth, by voting on a growth plan that has solid timelines and just not a piece of paper.

The city can not have it both ways. To limit urban sprawl but also try and limit land use requires zero growth. That is the wrong direction for a strong vibrant city.

Planning makes unsustainable policies. Such as infill - however all a neighborhood has to do is complain and then Planning turns against the developer/builder. Existing policies don't encourage new building types, parking, lighting, signs, or size of new buildings

There is still a lot of room for development and preservation of natural areas can still be done within these limits too.

We need the city to allow expansion to allow for affordable housing

Preserving Wilderness and creating parks that are preserved spaces is very important and somewhat well done by the city but Wilderness Park is a citizen run project so less impressive for the city.

The three Land Use topics are not defined. Each could mean several different things. Therefore, any use of this survey to make a determination of what the citizens want is null and void.

We need to make sure we preserve park space. We also need to plan for non-motorized traffic for those who can't or don't want to drive. We need to plan for bike routes and pedestrian traffic in new developments and retrofit some neighborhoods that neglected these issues.

I would encourage the city of Lincoln to continue expending its current limits.

Lincoln is surrounded by rich farmland that previously didn't need irrigation. Lincoln is too interested in growth & should be more concerned w/ what incentives would keep people in town rather than wasting good farmland w/ acreages.

Efficiency is market driven. If it is government or central planning driven, it is not done efficiently.

I would like to see Lincoln develop east. We have grown in every direction but east.

I have noticed farms in town. That is odd. 33rd street from cornhusker to Superior is a somewhat large area of land and it seems that the city has not utilized it at all. Not to mention if 33rd went all the way north it could ease some of the traffic on 27th, 48th. making half the city's lives a little less stressful.

I believe the concentric growth of Lincoln is a huge positive for our community and I support that policy.

"Efficient Use of Available Land" means to me that the land owner has primary control over how his land should best be used! Preservation of Agricultural Land and Natural Areas should not be dictated by government to the detriment of economic growth of the community.

We are in a rural setting that a majority of our residents want to live in a single family dwelling. This requires the mix of land uses to accommodate those choosing to live in the core with those who moved to a rural area of the US to have their own type of castle with a piece of land.

you keep filling in wetlands

We live in an area that is very land abundant. We need to put resources into effecient structures and not land

I answered the second question all neutrals because you didn't have an option for "The city should butt out and let land owners and businesses and the market decide how land gets used." As for the first question, I'm fine with the parks we have, we don't need the city doing a bunch of this stuff. For farms, there's always going to be farms around, it's freaking Nebraska. As for efficiency, the city is the ABSOLUTE LAST people that should be trying to tell others how to do things "efficiently".

It is important to preserve natural areas so that people can get out in them to relax, picnic, hike and deepen their relationship with Jesus.

Are you asking if you can conscript private land for government use? Just compensation is required and must be for a very important civic reason. Crowding people into the center core is not only bad environmental policy but is silly owing to the vast land we have been blessed with. The decisions for the above rest with the decisions of the persons owning the property.

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Maintaining property values in existing residential areas is very important, which means being smart about what commercial or other development is permitted in residential areas.

I am concerned about outside influences over land use effecting our decisions. We need balance and growth and must be careful not to be driven by others' agendas. Thank you for not yet joining the Agenda 21 group as Omaha has done... I am not completely opposed to their goals but want to be certain to maintain LOCAL control and not cede it to others. Thanks! You have a tough job and I appreciate your hard work.

Too much being set aside for wilderness/prairie/habitat and interfering with the housing and commercial development.

The City and LPS are incentivizing urban sprawl. Need to have developers pay their fair share when they are spreading out our services. Provide incentives for redevelopment in older areas. The voice of the homebuilders and developers has historically won out over community interests.

Creating a new park in the NW of Lincoln is finishing the choke chain to prevent development for all.

I wish the interstate had not been built north of town encroaching on salt marsh habitat. I hate the 27th Street interchange and hope development can be slowed on the north side of town. I love the older neighborhoods in town.

I don't quite understand the idea of tearing down every building on a site to put up a new one. I understand it is the sellers option, and most of the chains want their own footprint, but really? Tearing down perfectly good solid buildings. I also don't understand the need for all of the CVS stores going in while we already have an abundance of Walgreens and CVS. Worry too much about big box stores, when I feel we are being invaded by these others and all they employee are many part time people without benefits. Not sure how that helps Lincoln

Would like to see more established green spaces available for public use and enjoyment.

It seems as if Lincoln is in an eternal sprawl, especially to the south. Other than the Haines Branch right of way which will be protected and made into a path, I'm not aware of plans to preserve natural areas in that direction, or any.

I think that the sprawling of our city creates problems with transportation and especially with an increase in fossil-fuels use.

I would like to see more investment in urban areas prior to building on the city edges.

you must not have spellcheck...

would be good to move toward conservation design of new developments with the next comprehensive plan

Eliminate density caps and height limitations on newly developing areas to encourage efficient use of infrastructure. Reduce parking requirements(developers/tenants/buyers will require sufficient parking to be competitive and efficient).

Lincoln has a number of great parks and golf courses. It is important not only to preserve and fund maintenance for those treasures but to plan for future parks out along the perimeter of the city and consider land acquisition or possibly promote social or planned giving to the current owners. Regardless, development will take the land if the City and County are not proactive.

The question is presented poorly. I think efficient use would be an interpreted response, without siceince and with bias. I wish tath land was less constricted in use.

Need to foster more in-fill and growth in City's core

Unfortunately it's still cheaper to develop a cornfield than to rehab a whole city block in the near downtown areas. Economic incentives should be in place to encourage the latter, so more young professionals will find near-downtown housing and other offerings attractive.

Lincoln codes most certainly seem to demand far excessive parking!, QUESTION:, If parking requirements aren't excessive, how on earth can so many box-stores have half of their parking lot consumed by nursery plants and related landscape stock for two months every year and not be short on parking?, ANSWER:, Parking IS excessive, but required by the City. Excessive parking lot pavements required by the City are probably the worst use of space possible!

I don't know enough about Lincoln/Lancaster Co's land use to form an opinion. I appreciate the park/green space within and around the city. I strongly dislike the fact that the Bison trail is closed at the Van Dorn bridge. This prevents our family from biking to Pioneers. I like the more recent developments, and preserving downtown and core areas of the city. I do not like the sprawling suburban areas that look very generic.

Anything that makes this already amazing city friendlier to pedestrians and those who forego altogether the use of an automobile is that which I heartily support.

It appears very easy to modify the Domprensive Plan and advance areas in later tiers to Tier1

Sustainable floodplain policies are extremely important. Protection of existing neighborhoods from street widening, ugly LES overhead lines and four corner development or encroachment of business districts should also be prioritized.

Stop developing for growth in Lincoln. Due to the loss of employment opportunities, retire leaving, high taxes, and high cost of university; people are leaving and are going to continue to leave Lincoln. I would have never thought i would live to see the day Grand Island is out pacing Lincoln. So sad.

I believe strongly in creating a greenbelt around the city. I think building roads further and further out is exactly the wrong course of action is actually fiscally irresponsible going forward. Nebraska is mostly agricultural land so we should invest our tax dollars in saving some green space around the current city limits and direct development inward in infill projects that serve the communities that already here. We could be a national example with some work!

Restoring existing neighborhoods would be much better than allowing for outward growth with new

I encourage more efforts for wise use of land use patterns to preserve natural areas, preservation of agricultural land and efficient use of available land.

Repeatedly I have heard from out-of-town visitors that they are shocked at the lack of public lands in general (outside of city parks). Wonderful project to do prairie greenspace corridor. The future will be different and it is critically important that plentiful agricultural lands and natural areas are here - we can't go wrong with prioritizing that for future generations in addition to ourselves.

We should have more land dedicated to flood control and retention.

There is suburban sprawl developing all over south Lincoln, while large areas of O street and other business areas in the middle of town are vacant. The building and planning seems to be development and business driven, rather than placing a priority on creating green spaces or addressing the character and quality of Lincoln.

I appreciate a remark our planning director made a couple of years ago that we have enough planned and plotted developments to last us for twelve years. Efforts to preserve the core of the city and balance our growth are appreciated.

Ag land is protected by acreage rules, however housing developments in ag land shouldn't be allowed outside the city limits.

Although the 2040 plan calls for infill of areas in the city, I do not see much happening.

"efficient use" could mean anything--like develop the heck out of every square inch which I do not think is smart. We need livable, walk-able neighborhoods, with shops schools and parks easily accessible.

Developers are soulless adherents to the profit motive. Fact. I was an attorney in private practice representing them. Trust me. Soulless.

"Preservation of Agicultural Land" (How embarrassing! I'd invest in another spelling verifier.) I think too much of the natural habitat for wildlife on Lincoln's outskirts is being developed into residential areas. Sections of former farmland are being sold off into residential packages, displacing deer, coyotes, and other inhabitants of the areas. Increased traffic because of these residential outcroppings is also a danger to these animals.

Overall and in general, I think Lincoln has done well in comparison to Omaha, Kearney, Grand Island and other sprawling communities in the state. I am encouraged to see more mixed use areas in new development. We need to be looking ahead realistically at the fact our old habits, dependent on abundant, cheap fossil fuel, will no longer be possible, if we have the sense to respond intelligently to mitigate climate change. We need to increase the proportion of park land in new developments. Important natural areas such as tallgrass prairie, streams and floodplain areas should not be developed, and they should be protected well in advance so developers know what to expect.

In combination with smart and efficient land use, sturdy native Nebraska trees are vital to beautification, appeal, recreation, and coolness of the city. Trees assist in cleaning the air and reduce CO2 emissions. If there are open grass easements along roadways, railways, parks, or streets that do not have trees growing, there would be value in planting of trees in these areas. Lincoln could have an even greater appeal to have an obvious and noticeable amount of trees planted. The city has done much work in planting trees, but I noticed last summer that many dried up. The trees outside Leon's Grocery on 30th and South street is an example. Perhaps there could be a more secure plan in place to see those trees are watered in their tender growth years.

I would like to see older homes renovated before Lincoln develops a lot of new neighborhoods. I would also like to see less and smaller acreages.

I feel that Lincoln is constantly expanding outwards and that we should be focused on building up rather than building out. I feel that the policy that no building shall be taller than the capitol is ridiculous and inhibits our ability to use available land efficiently and in a sustainable way. Because of this, we limit our ability to preserve natural areas and agricultural land by spreading ourselves too thin. By expanding outwardly, we also increase our dependence on oil by having to drive further and further to get to places of interest.

Allow people to buy, sell, develop, etc. land as they see fit. Outside of providing infrastructure, the city should not try to "craft" the city. Allow the free market to develop the city. Do not limit the growth of the city.

The expansion of urbanization into rural and natural areas is a problem, particulaly for future generations.

I am pleased with the cooperation between the city and the LPSNRD on preserving natural areas

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!

If it wasn't for the university this city would fold!

Good very good

Would love to see older buildings downtown be used/updated rather than torn down (ie. Pershing)

Lincoln is beginning to resemble Any City USA with mindless sprawl over great distances. Covering those distances are more copies of banks restaurants and retailers already found all over the city.

Lots of parks - good for outdoor family activities

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.

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.

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 ad 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 congestion 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 Lincolniters 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

Please share your impression of whether Lincoln and Lancaster County are meeting your expectations of a great place to live.

Lincoln has really almost expanded to county limits and thus, merging of services must be considered as a cost saving measure. I am talking about roads and street maintenance as a place to start. Redundancy and duplication of equipment and related expenses is unnecessary and unwarranted in this time of budget restriction., Also, the planning dept is very good, but the BUILDING AND SAFETY division needs a lot of improvement. It is infiltrated with old boy attitudes and stupid regulations. It could be updated to our needs and should be given attention as it is fairly broken, in my opinion.

I do love living here. Lincoln is growing and the streets and trails need to be updated to support the masses.

I used to think Lincoln was not that exciting. It's not as big as Omaha, with less going on, but it wasn't a small town either. The only thing people can think of when they hear "Lincoln" is "FOOTBALL!!" and that annoys me. In the last few years I have come to love my town. Lincoln really has a lot to offer. There is a growing community of artists and cyclists and young people doing interesting things. There are tons of small businesses succeeding in this lovely town. I am proud to be a part of that.

I love living here and think it's an exciting time for Lincoln with so many things in the works. Please keep it up! And thank you for asking.

YAY Lincoln! Keep doing good work. Focus on keeping Lincoln natural and accessible and it'll be great.

Lincoln tries to talk the talk, start walking the walk. The city has potential, but it seems like a lot of money is being wasted. The public libraries, museums, and zoo are wonderful. There are so many good things to do in Lincoln, but to get there we need more alternatives to car travel. We need more parks and better care for the parks. If that means tickets and taxes then so be it.

Lincoln and Lancaster have and continue to do a lot of things right, however, good implementation has not always followed. Most problem regarding implementation can be traced to the politics that existed at the time, but to the extent planning, parks, public works, urban development, LAA, and the County can positively educate and influence politicians to make intelligent decisions the better the future of the City and County will be.

It's ok for me for now but not planning on spending my retirement years here. I will retire in 4 years and I will be moving.

Quit worrying about saving a penny or two on our property taxes. Sure, there are numerous people screaming for less taxes, but Lincoln has done a fine job the last decade keeping the city portion low. We need to increase a small portion to fix our roads. I deliver Meals on Wheels and am driving all over town. I am so surprised how bad our streets have become. It's everywhere too, except recently with downtown. That is excellent and needs to happen in more areas as soon as possible. Try to get a street bond voted on again, as the one several years ago was doomed from the start. Citizens now know the streets need major help. The Haymarket area looks fine. Hopefully the recent development will spur more private investment. Lincoln needs more private investment. While we are a large "public" city we need more private funds. I think we're getting there though.

Lincoln certainly has found it's way since having an identity crisis in the late '90s and half of 2000s. It's really a great place to live and is one of the golden stars of the country at this time. Progressive and forward-looking. There's always room to improve and I'm sure Lincoln, as forward-looking as it is today, will get it done!

Being a federal employee, I understand the limitations of time and budget the department faces, but I do feel that more can be done to improve our communities overall appeal and livability.

Not remotely. The focus of the Mayor and most of the City Council is on irrelevant issues. One example is Antelope Valley. I love the new design and it is a beautiful park to run and walk in. The problem is I have no reason to go down there because the park is so far from work/home. If the city fulfilled the second half of the deal and actually tried to recruit business there, not just relocate an existing one, I may actually visit it more., As one of my friends put it:, Art is great, but if I don't have a job, who cares.

There is a trade-off between wanting lots of services to make life and Lincoln great, and the cost for those services. People say that Lincoln's real estate and sales taxes are high, but they also want great services like police, fire, libraries, parks and schools. Taxes are the only way to pay for those things. I have heard stories about the horrible experiences people have when trying to build in this city. Too many roadblocks, requirements and restrictions. That whole process needs to be revised and streamlined.

I love living here and do not wish to leave! Thank you for your work and consideration of my opinions!

The city must remember Balance. Lincoln has done great things to attract new business and employers but the city cannot make these efforts at the expense of current established employers. The city must make changes and make way for future land uses and development interests while still prioritizing the interests and needs of current land uses and employers.

This website is too wide for my computer screen. If I didn't know how to use the "control + or -" function, I would not have been able to access the check boxes on the right-hand side (those that read "very important"). People will be discouraged and quit taking the survey if you don't fix that.

I love this City and the job that the City of Lincoln staff does to keep our City thriving in tough budget and economic times. However, there is room for improvements. I would like the city to continue to have the vision to continue to move us into the 21st century. We have invested in some good ideas. I would like us to take some chances on even better ideas, including a downtown shuttle that can dramatically increase ridership and the efficiency of our garages.

overall is working well and much better than in previous government. Still need to work with neighborhood and cultural/ethnic communities about expectations and learning to take care of our city. It is also important to work with students groups (school age and College) in projects that will validate their involvement with the city we all live and love.

Utilize TIF funding to encourage in-fill. Don't need to be overly regulatory but instead provide economic incentives for people to choose to live closer to work. A switch towards more mixed-use zoning will help with this as well. It should be possible for every school child to safely walk or ride to school. It should be possible to walk or ride safely to every park in the city.

I worry that Lincoln is trying to be too much like Omaha. If we aren't careful, we could become Omaha (with all the pros and cons of that city). While it's always good to look at useful examples, we should be making our own unique future. I wish we cared more about parks and libraries than we currently seem to do. Also that there was more of a focus on folks who aren't doing so well on the bottom end of the economic scale. It's sad that there are no paved roads around the City Mission, for example.

I really feel housing in Lincoln could be a lot better for those in the 100-120% income limits. They are just making it and the new construction that is being allowed is sad.

Lincoln has a lot of potential and its greatest resource are the wonderful people who live here. I've found ways to enjoy living here, but don't plan to stay after I finish graduate school because it doesn't provide the type of lifestyle I'm seeking. Lincoln could definitely develop this and should look to cities like Madison, WI and Ames, IA for ideas on how to do this.

I have visited all 50 states and many foreign countries. I know how lucky I am to live here. You couldn't drag me out of Lincoln.

Lincoln and Lancaster County is a great place to live. There is a lot to brag about in Lincoln, but too much of one thing isn't sustainable. Will the bubble burst? These are all popular buzz words, but it is good to take a look from another perspective. Those who are stealing from the cookie jar are not going to want to stop, but it may be the responsible thing to do. This doesn't mean going back to a method of doing things like what we see in China, but balance can make for a well rounded City/County.

I would like to see less emphasis on sports facilities, industrial parks, etc. and more emphasis on making downtown livable and viable, making public transportation more useful, and restraining urban sprawl.

We need an east bypass from I80 to Hwy 2 to get semi trucks off 84th street!

Lincoln is the best town in the country so our problems are really not very significant compared to other places. But by having high expectations we can stay better.

Jobs, jobs, jobs! And not minimum wage, service jobs. Lincoln so wants to be a real city but is stuck in the 1950s and always will be nothing more than a small, hick town unless some new ideas are put into play. Look at the shopping/entertainment area that KC has around the Cabela's/ball park/speedway. We could easily have something similar if you would take your heads out of your asses and stop questionable development of the downtown. The world does NOT revolve around Husker football, UNL, and the financial interests of certain City Council members.

Lincoln is a great place to live. While there is always room for criticism the size of the community with a major university and state capital is working out well.

"Great? Great seems at least a little extreme, but I live here."

Overall yes. Property taxes are outrageous. I have never lived anywhere where they are as high as in Nebraska.

As stated the Taxes/wages in local area and state are not promoting much grow especially with the younger people

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Downtown redevelopment efforts are a good beginning. Get an anchor department store now.

I love Lincoln and the progress we've made in the last few years. I hope to see better infrasturcture in the near future, specifically a fiber optic internet service to provide home owners, business owners, and university students with high speed internet. Also would like to see a N/S bypass and E/W beltway happen sooner than

Movement of traffic seems to be my biggest concern.

I think we could do better.

The Country Club bottleneck on 27th street continues to get worse as traffic to teh south end grows. The wealthy and influential have no right to special treatment! Grow some balls and widen the street. The building inspection department has saved my neck from a corner-cutting contractor. they were the greatest!

Overall yes.

Lincoln is a wonderful community and I appreciate the balanced approach taken by our city. We value things historical while being open to new development. It is an exciting time to live in Lincoln, NE.

Yes.

it was a great place to live and raise family

Traffic Congestion is TERRIBLE in Lincoln, while Omaha has mastered it. There needs to be a better way to move within the city of Lincoln, and in the 22 years I have been here, NOTHING has been done.

I love living in Lincoln, but rarely drive or shop "downtown." Instead I circle the outer edges and shop in the south part of town. I run/bike on the rails to trails and the paved bike trails all in and around town. I love the trails! Good job, Lincoln! The paved trails are awesome when the limestone trails are wet or snow covered.

too many pot holes of major size

I have lived here all my lift and enjoy all aspects of Lincoln and enjoy its continued growth and update of facilities and appearance to outsiders.

Lincoln has been my home for over 30 years and it always will be.

Regarding contact with the Planning Department, I was a member of the Lancaster Ecological Advisory Committee for a number of years, including doing a county-wide survey regarding use and attitudes about city parks, especially Wilderness Park. I am currently a member of the Bennet Planning Commission and as a member I have had very useful contact with the Lincoln Planning Department about the development of hiker/biker trails.

The city and county need to be more forward-thinking and should incentivize entrepreneurship. More community activities like- summer festivals and family activities. It seems like there are way too many barriers to move projects and ideas forward. Lincoln needs to take more risks- take a page from Omaha's book. Let private individuals do good things for the community, instead of discouraging it....

Make Lincoln and Lancaster County green! Please invest in a sustainable future for current and future residents. Keep doing what you're doing, and continue to focus on the items of real importance for our future. Do not be bullied by the LIBA crowd, Jane Kinsey and the spawn of the "No2Arena" gang. Bowing to the old money or the elite of the wealthy neighborhoods on the outskirts of town will lead us down a dark path. Overall, Lincoln is becoming a great city and I hope the trend continues.

Thanks to the Planning Dept. for generally erring (rightfully) on the side of too much info to too many people on planning actions. The Lower Platte South Natural Resource District, on the other hand, should do a better job of engaging stakeholders in proposed NRD actions like the Lincoln to Omaha trail and the dry dam proposal for Waverly flooding challenges.

I do like Lincoln. I am saddened by the 'me first' attitude so many have come to adopt. I am also saddened by the change that makes it not so safe as it was even just a few years ago. Gang activity, people accosted just walking along, or on bike trails, seems to be a more recent phenomenon. We have alot to offer, but that shouldn't be a part of it. Perhaps we are growing too quickly; perhaps it is different social mores as we become more diverse. Whatever, this makes it uncomfortable for me to walk and bike as much as I used to and feel safe. It's nice enough. Lived here for decades. Nevertheless, it's not as wonderful as folk would have you believe. We could do with more basic services and maintenance of way than we have been seeing. For instance, every few years, the city plants trees on street by my house, then nobody waters them--and they die. That's always puzzled me.

Lincoln and Lancaster County are great places to live if you have a car. If not, you are afoot evenings and at night--making the downtown entertainment areas inaccessible. More cabs has helped that, but they are expensive for lower income people. I like the way Lincoln and LPS have doubled up on some library facilities--smart move. There could be more sharing of resources of that type--gyms, pools, classrooms for meeting, adult classes (even during the daytime), etc.

Generally I do think Lincoln and Lancaster County are great places to live. But unless we put more resources (and that means higher taxes) into maintaining the amenities we have, we will go downhill.

I'm pretty darned happy, although I do regret losing the Haymarket area to the sports, hotels, etc., even though I recognize it's probably for the best for keeping Lincoln vibrant and alive.

Need to address the infrastructure of all the neighborhoods, sewer light poles, etc. and do something about vacant and dilapidated structures.

Need to address the infrastructure of all the neighborhoods, sewer light poles, etc. and do something about vacant and dilapidated structures.

I choose to live in the happiest place in the country because I settled here 50 years ago and have become acclimated to all its quirks. Besides, just a short drive to Omaha allows air travel to anywhere in the US and beyond.

The city of Lincoln has committed so heavily to downtown and UNL that the rest of the city will continue to see a degraded level of services and street systems for the foreseeable future.

I love Lincoln. I lived in Omaha for 3 years and missed the safety of Lincoln. I think Lincoln needs to work on a few things.. but overall I am not leaving and I don't want to and I think it is a great place to raise a family.

No. Need an "independent" City Manager. City has too many layers. Can't get to the facts.

Yes for the size and what we offer, however the access to various parts of the city are not good and I hear that from alot of people including visitors. Haveing some type of connected 4 lanes around the entire city would help.

I love Lincoln. Widen the roads. Put the bike lanes next to the sidewalks downtown (look at DC for examples)

I have enjoyed living in Lincoln for the past eleven years and have found this to be a very attractive, exciting, alive community where I live, play and work. I believe that this can only continue to rise in attractiveness for future residents when we continue to grow Lincoln.

City Council are a bunch of lying jerks..ie Gene Carroll! Tax cheat, property tax fraud & lies about how to lower taxes in campaign and then raises them two months after elected...PATHETIC....& the Mayor touts him as a great leader...JOKE!

Lincoln leaders need to do more than place all their growth focus with in a few blocks of downtown.

Poor survey. The questions cannot be answered the way they are worded. The survey asks how the city is doing on bike trails for example. The answer depends on my position on the issue. I might say your spending too much resources on bike paths. So if I say poorly does that indicate I want the city to spend more? NO. This survey tries to slant the results in the direction they want it.

Too many policies has allowed bureaucrats to rule the City. We need more bike lanes and need to encourage strongly home grown foods. Move to shift lawn expenditures to food growing expenditures. Stop only giving money for downtown - put more energy into revitalizing outlying areas. Take traditional development and force the changes before building, even if agreements are in place to force more gardening and outdoor activities year round.

I'm disappointed in the street maintenance. I hit a pothole near the State Penn and broke a spring that punctured my tire 11:30 at night coming home from a 10 day business trip. You don't know what I was thinking about the city that night. I work along 56th between Old Cheney and Pine Lake Rd and have to deal with the same crappy roads several times a day. Now that I have a new car, the city will get more tax money which I cannot afford right now. I wish I could bill city for the work that needed to be done on my car!!! That is the largest complaint I have as the city "beautifies" downtown. It takes FOREVER to get out of the parking lot from work that I have considered looking elsewhere for a job! And the city doesn't think this job is important enough- fixing this roadway, adding lights! I left once and came back for this job- I'll leave again. Indianapolis was SO MUCH BETTER!!!! Imagine a freeway to get you anywhere you needed to go! WOW- novel idea that this city

Too much government. Too high taxes. You cant say that you support affordable housing and then tax them the highest in the state with impact fees.

My impression of the Planning Department is that they consider themselves better qualified to decide how the people of Lincoln should live their lives than the people of Lincoln. It appears that the actual people making decisions in the Planning Department do not and probably never had to depend upon Economic Development, because of the way they earned their own income.

Lincoln is an excellent community with lots of entertainment options, excellent shopping and outstanding city services. Having lived in Lincoln for the past 9 years the one thing I detest is you tax us to death. I realize services are not free, but ouch!

Revitalized and trendy older neighborhoods and older shopping areas are apparent in other cities (KC, Boulder, Chicago, Colorado Springs, Cincinnati's Germantown, Eureka Springs. What policies and incentives produce results, beside blighting for TIF?

Lincoln needs more jobs that pay well. We need to keep our young, educated people in Lincoln, NE. We need better street construction and repairs. We are fortunate to have great health care facilities, however, that may change with the passage of ObamaCare. That then may take a toll on the demographics of our city.

Lincoln has some homes and businesses that need to be either torn down or fixed up. If each business in Lincoln, would get a place to clean up and help keep it cleaned up and look nice, that would help a lot. Azalealand is a one place I am talking about, it has animals living in there and at night they roam the neighborhood and the place is a "pit". There are places like it that needs to be taken care of and if it is turned in, nothing is done, that we can see. There are houses that need to be cleaned up too. Some people need money, It is a great place to live, raise a family. Great schools for children. We can make it better.

Lincoln is a great place to live - don't muck it up with government regulations trying to achieve artificial goals. Free enterprise and free markets should be the driving force in growing and developing Lincoln, not government.

oh heck no and can not wait to find a home outside of each, because of the outrageous taxes and just plain stupidity of what goes on between you and the permit division across the hall.

Not once did you ask what it would take to create jobs??????? That is what drives all the other amenities that we have today. Vibrant productive citizens create a community not bike lanes.

It's pretty good except the damn taxes are ridiculous. Until that changes, first opportunity I get to move out of this city to an acreage, I'm gone. This city sticks it's nose into peoples' business way too much.

For the most part, Lincoln is meeting my expectations as a great place to live except regarding the bus system, lack of natural areas near downtown, and no indoor miniature golf course OR least an outdoor one near to

It is very pricey to live in Lincoln and Lancaster County.

The support of the Vision 2015 group was a monumental move to the positive....and away from the "development and developers are evil" mentality that Don Wesley instilled in his campaigns and administration. Let's be positive and optimistic and realize that the vast majority of Lincoln citizens want to do what's right, even if they take a different approach than those in power prefer.

Development of the south Walmart was unfair to that area. There seemed to be a complete disregard for the neighborhood and future development of the area. Otherwise, things are very good in Lincoln.

Lincoln is not paying attention to its roads, water lines, sewer lines, and things a city is truly responsible for to make it a great place to live. It also has a very high debt ratio and has revamped its formula to avoid an unfunded pension liability. Priorities need to be made and the items on this survey are not talking about them.

Lincoln is a great community, but think how much greater it could be if we focussed less on giving handouts to developers and building new fast roads and focussed more on making Lincoln a more vibrant place in terms of sidewalks, trees, mixed use neighborhoods, more housing downtown, and convenient transit. These are the things that attract and retain employees and residents.

The south beltway needs to happen! Look at what happened to our city when 27th St was connected to I-80. To have a healthy, vibrant city, we need to be able to circulate.

Overall good with much room to improve. Downtown area improvements are exciting. Will be interesting to see how traffic flows with arena events. Seems a mistake to not have parking and pedestrian bridge west of RR tracks in the plan. Wish I had more time for more comment and involvement now. Best wishes!

Why can't we have senior centers located in the four quadrants of the city. The ONLY real senior center is "downtown" and there is limited parking for that center. That requires seniors to walk great distances to get to it. As age prevails, that becomes much more difficult.

Snow removal downtown is not good for people who use wheelchairs. Some curb cuts are not cleared, and then when they are, the next snow plow usually covers them. Surely some coordination could remedy this situation. Also, I have seen workers cleaning sidewalks with water from hoses!--surely a bad idea any time, but especially in a drought. Also, on the subject of attractiveness and water--can we mount a campaign to be a local food/ local plants city? People should be planting natives instead of having bluegrass lawns and we could be proud of this, tout it. It could be in conjunction with us being a local foods city too--certainly our Community Crops program and CSAs are strong. Let's be leaders instead of followers in these ways!

Lincoln is becoming much better and each year I'm happier and happier to live here. I would like to see a protected bikeway and though Lincoln has a great trail system already, I feel we need more in and out of downtown, out south and to busier areas of town. There are a lot of cyclists in Lincoln of a variety of ages and many of us still ride our bikes throughout the winter, so getting bike trails and some busier residential areas plowed and free of ice is incredibly important so that we can still get to and from work safely and in a timely manner. Lincoln Parks and Rec mostly do a great job with cleaning the trails, but residential areas could use

The next topic (Planning Department Contact) has no place for comments, so I am placing it here. I have attempted to contact City Planning three times. I described the subject of my call (which was a simple non-confrontational subject) and left messages to have my call returned each time. I did not receive a return call any of the three times. Get rid of the stupid answering machines and have human beings answer the phone. Return phone calls. The public deserves better. Your public image deserves better.

I love Lincoln. I'm grateful for the chance to give input on these important questions, and this survey is telling me that I need to pay more attention to these things.

crime rate is important. no questions about police/fire/emt presence, locations?

Overall, the expectation is being met other than the taxes. I think there needs to be more efficient and effective use of funds within the school system.

I think they are giving it their best shot. I was glad when we got rid of teh plnning cheif from out east. He was so wrong for Nebraska. We love our cars, and when you try to make "efficinet use" of sapce, and limit our options as to where we can go and in what form of trasporation, I think that is a disservice to Nebraskan culture and desires. I have heard it many times as a member of several buisness organizations taht we do not want taht. And yet, it seems to be crammed down throats.

Why isn't there a light rail system in place between Lincoln and Omaha?

overall a good place to live

Lincoln's generally a great place to live and work, but as with everything else, resting on our laurels is going backward. More effort and creativity should go into planning the future amenities of this place.

I love living here. I LOVE IT. I moved here from Washington DC almost three years ago for school and decided to stay here and launch my career. This place has tremendous momentum and we can make it even better; let's do it. Also, hey, how about some legal weed like our Rocky Mountain neighbors?

I love Lincoln. It's safe, well planned out and extremely sustainable. I just wish planners would force developers into making the same-ole same-ole big boxes to have more character. Other communities do it (San Diego) and they're doing just fine. It doesn't all have to be ugly and strictly functional.... it can also be attractive.

Lincoln had better hope nothing ever happens at the university that would cause poor press; i.e. Penn State. Lincoln depends way to much on the university. Lincoln needs to bring in bigger businesses with jobs that pay enough for people to live on. There are enough Walgreens, CVS, etc.that pay minimum wage. Lincoln should be capitalizing on all the university graduates and working to keep graduates in Lincoln. All three of my kids have had to leave Lincoln due to no good jobs here.

Doing well. Keep going though. I am considering moving to a later city. If Lincoln could grow their downtown and broaden the entertainment and restaurants IN THE DOWNTOWN AREA I would consider this a great place to live rather than an good place to work and get experience before moving on.

I really like living here; however, I feel that the city leadership is focusing too much on cutting taxes for higher income people, and as a result, not investing in the things we will need for the future. There is also a lack of concern for the older sections of the city, and maintaining the small town feel of the city. Please make more of an effort to build a smart future, rather than what simply boosts somebody's bottom line.

i think Lincoln in general is a good place to live. My only big complaint is the public transit system.

I am impressed with most efforts in meeting my expectations of a great place to live. One area that we have failed is in providing air service from Lincoln at an adequate and reasonal cost. We need to give major efforts to subsidize airlines and the cost of tickets for passengers. It will take coordination by all stakeholders in order to do this. We did the arena. We can improve air service if we have the will and resources to make it happen.

As a community of future generations, we need to do what we can to encourage future generations to stay and reside here. This means putting funding and planning into transportation services such as city busses and bike lanes. If we want a healthier community, being active is key. Biking and walking are ways we can ensure we are giving citizens the option to choose to be active. We already have a great biking community in Lincoln, and I think that will only grow in years to come. I would like to see more bike lanes and more bicycle parking at businesses all over Lincoln. As a bicyclist myself, I tend to shop at places where I know my bike can be securely locked and seen by pedestrians passing...not in the back corner of a lot on a chain link fence in the shadows. I think we need to continue to have members of our council and other committees that are committed to furthering bicycle transportation interests for our city.

I often have occasion to show off Lincoln to visitors and it's always rewarding. We've made very good use of our CDBG funds, and we have an inclusive, open planning process. Our local government agencies couldn't be much more transparent for anyone who can be bothered to look or inquire.

It is.

I love this place!

I think we should be giving greater priority to funding creative afterschool programs for young people, services for elders, and a library system that is open after 6pm, which currently makes its use very difficult for any adult with a job or child who has a parent who is employed. That being most of us. Libraries should be available throughout the city. All three of these amenities are lacking in West Lincoln.

It's great you are looking for citizen input on the image and character of Lincoln.

This poll is poorly conceived and should carry no weight as to what people really think.

Thank you for continually soliciting Lincolnite opinions about their own city. I think Lincoln has a wonderful community that is relatively progressive considering its location.

Please allow the city to develop naturally. This will keep commodities affordable and will help the growth of the city.

I guess I like Omaha a lot because of the beauty of the architecture and for all the trees. Lincoln seems to have a penchant for "shoebox" mentality architecture and likes to butcher the trees. Why has this been allowed? Does beauty have no benefit?

Lincoln as a whole is a great place to live and raise a family.

No - it's ok

Coddington

Lincoln is a nice place to live., We love to walk downtown, go to the Haymarket, Pioneers Park, Sunken Gardens, Children's Museum, Sheldon, History Museum, Ager play center, Antelope Park, Bennett Martin Library, Hyde Observatory

Repair fountains in Centennial Mall. Add hours to Bennett Martin Library!!!

Need more senior centers

Lack of new libraries. New recreation sites, neighborhood pools, tennis courts, volleyball, park playgrounds poor. Needs another water park. Pools and libraries need to be open longer and season extended for pools and new pools in parks around the city. Holmes park needs a pool.

Reasonably good place to live. Lately too much attention to central planning as opposed to personal freedom. Involvement with Agenda 21 a danger.

A good place but not necessarily great.

University is nice. But very disappointing public transport in Lincoln, and also between Lincoln and Omaha. Am thinking of moving to Omaha.

Planning Assessment Survey

Appendix B

Lincoln and Lancaster County Planning Department

Please share some basic demographic information. This information is optional but is used to help us monitor our effectiveness in reaching all Lancaster County Residents.

- A. Please circle the age group to which you belong
18 to 25 26 to 35 36 to 45 46 to 60 61 to 75 over 75
- B. Please fill in the zip code of your residence _____
- C. Would you describe yourself as (check all that apply):
 Neighborhood or Homeowners association member Business owner or professional
 Development and Building industry professional City or County employee
 Land use attorney/engineer Racial or ethnic minority
 Student Low to moderate income
 Interested citizen

Please select the answer that best fits your opinion or experience. Attach additional pages if necessary.

Topic: Landuse

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- 1 2 3 4 5 L1. Efficient use of available land
- 1 2 3 4 5 L2. Preservation of agricultural land
- 1 2 3 4 5 L3. Preservation of the natural areas

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- 1 2 3 4 5 L4. Efficient use of available land
- 1 2 3 4 5 L5. Preservation of agricultural land
- 1 2 3 4 5 L6. Preservation of the natural areas

L9. Please share any comments you have regarding land use patterns and development

Topic: Downtown

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- 1 2 3 4 5 D1. Employment in downtown
- 1 2 3 4 5 D2. Entertainment in downtown
- 1 2 3 4 5 D3. Variety of housing in downtown
- 1 2 3 4 5 D4. Shopping and services in downtown
- 1 2 3 4 5 D5. Affordability of housing in downtown
- 1 2 3 4 5 D6. Transit service to and within downtown
- 1 2 3 4 5 D7. Pedestrian facilities in downtown
- 1 2 3 4 5 D8. Bicycle facilities in downtown

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- 1 2 3 4 5 D9. Employment in downtown
- 1 2 3 4 5 D10. Entertainment in downtown
- 1 2 3 4 5 D11. Variety of housing in downtown
- 1 2 3 4 5 D12. Shopping and services in downtown
- 1 2 3 4 5 D13. Affordability of housing in downtown

(continued - Topic: **Downtown**)

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | D14. Transit service to and within downtown |
| 1 | 2 | 3 | 4 | 5 | D15. Pedestrian facilities in downtown |
| 1 | 2 | 3 | 4 | 5 | D16. Bicycle facilities in downtown |

D19. Please share any comments you have regarding downtown

Topic: Housing

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | H1. Variety of housing type |
| 1 | 2 | 3 | 4 | 5 | H2. Housing located near work |
| 1 | 2 | 3 | 4 | 5 | H3. Housing near goods and services used frequently |
| 1 | 2 | 3 | 4 | 5 | H4. Housing near recreational facilities |
| 1 | 2 | 3 | 4 | 5 | H5. Housing affordability |

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | H6. Variety of housing type |
| 1 | 2 | 3 | 4 | 5 | H7. Housing located near work |
| 1 | 2 | 3 | 4 | 5 | H8. Housing near goods and services used frequently |
| 1 | 2 | 3 | 4 | 5 | H9. Housing near recreational facilities |
| 1 | 2 | 3 | 4 | 5 | H10. Housing affordability |

H11. Please share any comments you have regarding housing in Lincoln

Topic: Attractiveness

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | A1. Attractiveness of residential developments |
| 1 | 2 | 3 | 4 | 5 | A2. Attractiveness of major entryways to City |
| 1 | 2 | 3 | 4 | 5 | A3. Attractiveness of Downtown |
| 1 | 2 | 3 | 4 | 5 | A4. Attractiveness of shopping centers |
| 1 | 2 | 3 | 4 | 5 | A5. Attractiveness of industrial areas |
| 1 | 2 | 3 | 4 | 5 | A6. Attractiveness of older shopping areas |

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | A7. Attractiveness of residential developments |
| 1 | 2 | 3 | 4 | 5 | A8. Attractiveness of major entryways to City |
| 1 | 2 | 3 | 4 | 5 | A9. Attractiveness of Downtown |
| 1 | 2 | 3 | 4 | 5 | A10. Attractiveness of shopping centers |
| 1 | 2 | 3 | 4 | 5 | A11. Attractiveness of industrial areas |
| 1 | 2 | 3 | 4 | 5 | A12. Attractiveness of older shopping areas |

A13. Please share any comments you have about the general appearance and attractiveness of Lincoln

Topic: Community Character

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | C1. Preservation of unique historical and architectural features |
| 1 | 2 | 3 | 4 | 5 | C2. Preservation of older neighborhoods & business areas |
| 1 | 2 | 3 | 4 | 5 | C3. Maintenance of city trees along streets and in parks |

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | C4. Preservation of unique historical and architectural features |
| 1 | 2 | 3 | 4 | 5 | C5. Preservation of older neighborhoods & business areas |
| 1 | 2 | 3 | 4 | 5 | C6. Maintenance of city trees along streets and in parks |

C7. Please share any comments you have about the community character of Lincoln, what makes it special and what is worth preserving

Topic: Natural Resources

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | N1. Opportunities for enjoying the outdoors |
| 1 | 2 | 3 | 4 | 5 | N2. Preservation of farmland |
| 1 | 2 | 3 | 4 | 5 | N3. Protection of natural resources |
| 1 | 2 | 3 | 4 | 5 | N4. Availability of locally grown food |

How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | N5. Opportunities for enjoying the outdoors |
| 1 | 2 | 3 | 4 | 5 | N6. Preservation of farmland |
| 1 | 2 | 3 | 4 | 5 | N7. Protection of natural resources |
| 1 | 2 | 3 | 4 | 5 | N8. Availability of locally grown food |

N9. Please share any comments you have about natural resources available in or near Lincoln

Topic: Transportation and Mobility

How important are each of these issues in creating and maintaining the kind of community in which you would like to live? Please indicate a level from **1 being the lowest** importance to **5 being the highest** importance.

- | | | | | | |
|---|---|---|---|---|--|
| 1 | 2 | 3 | 4 | 5 | T1. Off-street trails |
| 1 | 2 | 3 | 4 | 5 | T2. On-street bike lanes and routes |
| 1 | 2 | 3 | 4 | 5 | T3. Transit services |
| 1 | 2 | 3 | 4 | 5 | T4. Sidewalk and pedestrian facilities |
| 1 | 2 | 3 | 4 | 5 | T5. Traffic congestion |

(continued - **Topic: Transportation and Mobility**) How well do you think Lincoln and Lancaster County are doing in addressing these issues? Please indicate a level from **1 being very poor** to **5 being very well**.

- | | | | | | |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | T6. Off-street trails |
| 1 | 2 | 3 | 4 | 5 | T7. On-street bike lanes and routes |
| 1 | 2 | 3 | 4 | 5 | T8. Transit services |
| 1 | 2 | 3 | 4 | 5 | T9. Sidewalks and pedestrian facilities |
| 1 | 2 | 3 | 4 | 5 | T10. Traffic congestion |

T11. Please share any comments you have about transportation and mobility in Lincoln

Overall Comments

Please share your impression of whether Lincoln and Lancaster County are meeting your expectations of a great place to live.

Topic: *Planning Department Contact*

The following questions are about the Planning Department specifically. Please choose the answer that best reflects your opinion or experience.

1. Have you ever had any interaction with the Lincoln and Lancaster County Planning Department? Yes No

2. If the answer to #1 above was yes, what type of interaction have you had? (circle all that apply.)
 - a. I called or visited the Planning Department for information.
 - b. I have attended an open house or other meeting hosted by the Planning Department.
 - c. I have attended a Planning Commission or other board hearing.
 - d. I have been an applicant, land owner, or development professional for property that was part of a zoning or subdivision application.
 - e. I have received a notification of a zoning action on property near property I own.
 - f. I have visited the website or read printed materials produced by the Planning Department.
 - g. A member of the Planning Department spoke at a neighborhood, professional group, or other meeting I attended.
 - h. I am a member of a group or board that has contact with the Planning Department.
 - i. I am a City, County, or State employee who has contact with the Planning Department.

3. How was your experience of working with the Planning Department?
 - a. The person I spoke to was able to explain the issues to me in a clear and understandable way.
strongly agree somewhat agree somewhat disagree strongly disagree
 - b. The person I spoke to was able to answer my questions or find the information I needed.
strongly agree somewhat agree somewhat disagree strongly disagree
 - c. I felt my concerns were heard and taken into consideration.
strongly agree somewhat agree somewhat disagree strongly disagree
 - d. The information I received was understandable.
strongly agree somewhat agree somewhat disagree strongly disagree

4. The Planning Department is assembling focus groups of individuals who share specific areas of interest. If you would be willing to take part in a more detailed focus group conversation on these and other topics, please contact the Planning Department at plan@lincoln.ne.gov , 402-441-7491, or at 555 South 10th St., Suite 213, Lincoln, NE 68508.