
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.

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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 bicyclist, 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 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'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!
