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TAKING CHARGE 2013 A Study of the Strategic Budgeting Priorities of the Residents of Lincoln, Nebraska

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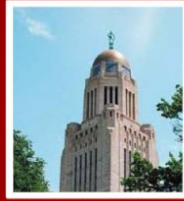


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TAKING CHARGE 2013

A Study of the Strategic Budgeting Priorities
of the Residents of Lincoln, Nebraska

Final Report

November 2013

With Contributions from

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Ryan Anderson

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EXECUTIVE SUMMARY

This report presents the results of the 2013 Taking Charge initiative sponsored by the City of Lincoln. This was the sixth year of Taking Charge activities, and included an online survey and a half-day, face-to-face, Community Conversation. Unlike previous Taking Charge activities, which focused narrowly on the immediate concerns of an impending budget proposal (e.g. which specific programs should be funded or discontinued to maintain a balanced budget), this year's efforts focused more broadly on strategic planning for the City's future budget policy priorities.

A number of important findings were identified from an examination of more than 1,100 completed online surveys and the input provided by 92 participants in the conversation. These findings included:

- Though there was broad support for increased spending in nearly all areas of City government, **Safety and Security** and **Efficient Transportation** stood out as areas of particularly high importance for many survey participants.
- Of the eight outcome areas which define all current City functions, survey respondents recommended an increase in spending for all but two areas: **Identity Lincoln** and **Healthy and Productive People**.
- In particular, within the Safety and Security outcome area, online survey respondents favored increased attention on **maintaining low crime rates**. However, participants in the Community Conversation tended to place relatively less emphasis on this goal and instead stressed the importance of **timely and effective incident management**.
- Within the Efficient Transportation outcome area, both online survey respondents and face-to-face participants stressed the importance of **providing and maintaining transportation infrastructure**. Participants in the Community Conversation further clarified their preference for additional funds dedicated to the maintenance of existing streets and sidewalks, with a lesser emphasis on new construction.
- Participants in the Community Conversation expressed a willingness to pay higher taxes to realize their desired policy outcomes and a preference for generating new revenue as opposed to cutting existing spending.

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The success of the Taking Charge effort over the years has been primarily due to the vision of Lincoln Mayor Chris Beutler. However, as has been the case each of the years that Taking Charge has been in place, the final success depended on the efforts of many. In addition to funding from the city of Lincoln, in-kind and service donations were provided by The Mediation Center (www.themediationcenter.org), the University of Nebraska-Lincoln Department of Communication Studies (www.unl.edu/cs), Qualtrics Survey Software Company of Provo, Utah (www.qualtrics.com), the Pesticide Education Office of the Agronomy and Horticulture Department (<http://pested.unl.edu>), and the University of Nebraska Public Policy Center (<http://ppc.nebraska.edu>).

Compiling the background documents for both the online survey and the Community Conversation would not have been possible without the aid of numerous City employees and department heads. In particular, the efforts of Raju Kakarlapudi and Megan McGuffey proved invaluable in assembling the various goals and indicators used to assess the entire array of current City functions.

Alan Tomkins of the Public Policy Center moderated this year's Community Conversation. We express our deep gratitude to the many individuals who volunteered their efforts to ensure the Community Conversation was a success by managing the event and moderating discussions: Tarik Abdel-Monem, Sara Baker, Ray Blanton, Anna Degraff, Jamie Downing, Dave Hubbard, Ryan Lowry, Tess Neal, Beverly Russell, Ellie Shockley, Kate Speck, Chigozirim Utah, Janell Walther, Tobin Wolfe, and the many members of the City staff who helped plan and set up the event.

Special thanks also to those members of the City Government who served as experts and fielded participant questions at the Community Conversation: Leirion Gaylor Baird, David Cary, Tom Casady, Roy Christensen, Mike Davis, Carl Eskridge, Miki Esposito, Roger Figard, Ben Higgins, Rick Hoppe, Randy Hoskins, John Huff, Lynn Johnson, Brian Praeuner, and Thomas Shafer.

The most important thanks go to the 1,100+ residents of Lincoln, Nebraska who took their time and put forth their effort to think through the difficult choices facing city administrators. Their willingness to learn more about the city's goals, priorities, programs and performance, and to give both their recommendations and reasons for the city's strategic plan, is key to keeping democracy alive and Lincoln thriving.

BACKGROUND

♦ PURPOSE

As part of its commitment to transparency and the inclusion of public input into its decision making, the city of Lincoln held its Taking Charge 2013 survey from July 25th to August 9th, 2013. The initiative included a citywide, online survey concerning the future direction of the entire array of city programs and activities. This report presents the key findings from the city's 2013 Taking Charge strategic planning activities.

In addition to key findings, this report provides an overview of the activities and procedures used to gather public input, and the analyses applied to the data gathered. The intended audiences of the report are the Lincoln government officials who requested the information for consideration as they develop their strategic plan, and the city of Lincoln residents and interest groups who provided input or otherwise have an interest in the results.

Feedback pertaining to the findings of this report and how they might relate to prioritizing city services¹ can be directed to mayor@lincoln.ne.gov. Feedback, questions and comments pertaining to the study design, procedures, and statistical and qualitative analyses in this report can be sent to Lisa PytlikZillig at lpytlikz@nebraska.edu.

♦ BUDGETING FOR OUTCOMES: FROM PRIORITY LINCOLN TO TAKING CHARGE

The Taking Charge 2013 project is the sixth public engagement initiative the city of Lincoln has convened about its budget and public services. In 2008 the city of Lincoln began its long-term commitment to moving away from incremental budgeting and toward outcome-based budgeting. In outcome-based budgeting, city priorities and performance criteria are identified and assessed with active input from residents. Thus, the city launched *Priority Lincoln*, which consisted of a random sample telephone survey, a nonrandom online survey, town hall meetings, a deliberative discussion involving over 50 residents and city officials, and a small focus group. Since the effort in 2008, the city has convened a series of additional surveys (using random and nonrandom sampling,

¹For more information about the current prioritization of services, and to view the Mayor's Community Prioritization, including the ranking of the city's programs in light of citizen and staff input, see <http://lincoln.ne.gov/city/mayor/takingcharge/program-prioritization.htm>.

depending on the year) and online and face-to-face discussions about the budget in order to stay in touch with Lincoln residents' interests and priorities (University of Nebraska Public Policy Center, 2008, 2009, 2011). Specifically, in 2009 in conjunction with the Alfred P. Sloan Foundation, the city offered residents a chance to give input via an online survey that was responded to by over 1,800 residents (nonrandom sample) and convened an all-day discussion with more than 100 Lincolnites to measure community attitudes toward various performance measures to guide city budget decisions. In 2010, the city focused on incorporating a public satisfaction with services element into its budgeting process. From November 2009 to January 2010, a phone survey of 605 residents (random sample) was conducted along with an online survey (nonrandom sample) to which about 1,000 residents responded. Another discussion, this time involving 83 residents and city officials, was also held to focus on budgetary issues and city services. In 2011, during a particularly challenging budgeting situation, more than 2,700 residents took the online survey (nonrandom sample) and approximately 60 residents attended the community conversation to discuss the budget with city officials. Early in 2012, a mail survey of 657 residents was conducted (random sample), followed by an online survey with the same questions as were on the mail survey to which more than 700 residents responded (nonrandom sample). Finally, in the summer of 2012 more than 1,400 Lincoln residents participated in an online survey (nonrandom sample) concerning potential budget cuts being contemplated for the city's first biennial budget. Following the online survey, 46 Lincoln residents engaged in a more in-depth face-to-face discussion with city officials about their budgeting priorities. Many of the reports of these activities are available on the city's website (<http://lincoln.ne.gov>) as well as at the Public Policy Center's website (<http://ppc.unl.edu/priority/publicparticipation>).

TAKING CHARGE 2013

♦ THE 2013 FISCAL ENVIRONMENT

In 2013, the city of Lincoln entered its first off-year in a new two-year budget cycle during a period of relative fiscal calm. Though many recent budget debates had taken place in the context of a national recession, falling tax revenues, and significant pressure to reduce or eliminate city programs (Lincoln Journal Star, 2010), the initial budget plan introduced in August of 2013 featured few major changes and inspired relatively little public controversy (Hicks, 2013a). To the Beutler Administration, this combination of an extended timetable for fiscal deliberations and a lack of immediate pressure to raise revenues or reduce public expenditures provided the context in which a broader consideration of city priorities could take place (Hicks, 2013b).

♦ PUBLIC PARTICIPATION METHODS

As part of the Taking Charge 2013, residents were given the opportunity to complete an online survey (nonrandom sampling) concerning the future direction of the entire breadth of city goals, indicators, programs and activities.

Online Survey

The online survey was open from July 25th to September 9th, 2013, available via a link on the front page of the city's website, and accompanied by downloadable information summaries of the city's priorities, goals, and performance indicators. In addition, press releases and media publicity directed residents to the websites linking to the survey. The Taking Charge 2013 survey was accessed 1,545 times, with nearly 1,200 of those accesses resulting in responses to one or more of the strategic planning questions.²

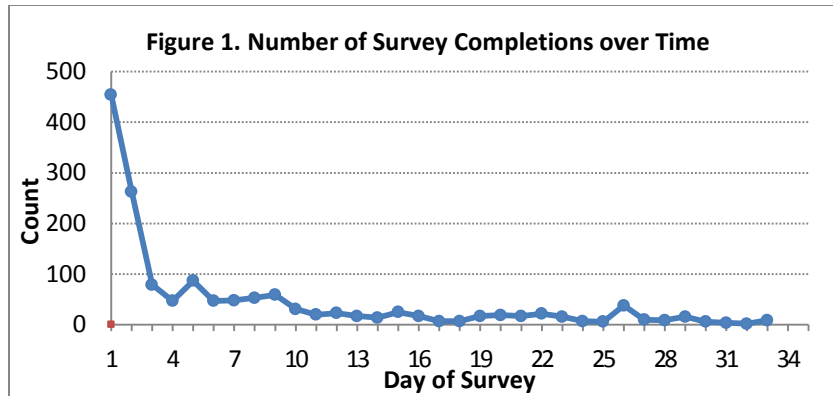
Community Conversation

Participants in the online survey were invited to attend two face-to-face events at City Hall.³ The first of these was held on October 8, 2013, and featured a number of city administrators and community stakeholders discussing the results of the online survey and their vision for a strategic plan for the Safety and Security and Efficient Transportation outcome areas. More than 100 Lincoln residents attended this initial event. The second event was held on October 19, 2013, when 92 Lincoln residents came together face-to-face to complete small-group strategic planning exercises for the Safety and Security and Efficient Transportation outcome areas.⁴

² Survey participants had many choices about how to participate in the survey. Some respondents may have accessed the survey primarily out of interest or to obtain the informational materials. After the strategic planning questions were questions about other aspects of city performance, and some respondents may have chosen to access the survey to complete those questions instead of the strategic planning questions.

³ A list of media coverage of the Taking Charge 2013 activities and events can be found at the Public Policy Center project page, <http://ppc.nebraska.edu/project/TakingCharge2013>. Shortly after the 2013 survey was opened, the Lincoln Journal Star also printed an insert that included a few survey questions, and invited residents to complete those questions and send them to the PPC for analysis. These responses have been included in the results presented here.

⁴ Video from the two Community Conversation events can be found at <http://lincoln.ne.gov/city/mayor/takingcharge/>.



♦ SURVEY TIMELINE

A timeline of the number of survey responses received by day of the survey is shown in Figure 1. As has been the case in previous years, the greatest participation was in the first week the survey was open. Participation peaked on the survey’s opening day of July 25th and decreased sharply afterwards before trailing off until the close of the survey on September 9th. Other small rises in participation that were seen throughout the time that the survey was open were likely due to publicity events or visits that city staff made to community and interest groups in order to tell them about the survey.

♦ DEMOGRAPHICS & DATA REPRESENTATIVENESS

The first questions on the survey asked respondents to report a few demographics. The average age of the sample was 49 years old (with a standard deviation of 15 years). Table 1 summarizes other demographics obtained from the online survey, and compares survey distributions to the Lincoln Population (as recorded in the 2010 census) when possible. As shown, the sample of survey respondents tended to over-represent white, male, highly educated residents.

Table 1: Sample Demographics

Demographics	Online Survey %	Lincoln Pop. %	Demographics	Online Survey %
Gender			Education	
Male	56	50	Less than high school	.2
Female	44	50	Some high school	.5
Ethnicity/Race			High school diploma	6.7
Hispanic	1.0	6.3	Some college, no degree	16.2
White	96.9	86.0	Two year or technical degree	12.3
Black	0.2	3.8	Bachelor’s degree	28.9
Asian	0.2	3.8	Some graduate school	9.7
Native American /Alaskan	0.4	0.8	Advanced degree	25.6
Other	2.2	3.1		

Notes. Online survey $N = 1,216$. Participants were requested but not required to give their demographic information when participating in the survey. The N reported here includes all persons completing any part of the survey, whether or not they completed specific questions.

KEY FINDINGS: ONLINE SURVEY

♦ OVERALL SPENDING PRIORITIES

The spending priorities of Taking Charge participants are listed in Table 2. The bottom portion of Table 2 reports Lincoln resident preferences in terms of their impact on total city spending. Throughout the survey, city functions were divided into eight broad “outcome areas” used by city officials in previous budget prioritization exercises. Immediately after the demographic questions, participants were asked two questions about these outcome areas. First, they were asked to rank order each in terms of their relative personal importance (with a ranking of 1 indicating “Most important” and a ranking of 8 indicating “Least important”). Second, they were asked to indicate whether they would recommend a change in current city spending on each area (options ranged from -100% “Cut spending entirely,” to +100% “Double current spending”).

Immediately after indicating their choices, feedback was provided on the impact of their decisions on total city spending.⁵ After seeing this feedback and, if they wanted to, residents were able to view additional information on city programs and performance indicators. The respondents were given the opportunity to revisit their spending choices (and see new feedback) as many times as they wanted until they were satisfied. Of those who completed this portion of the survey, 290 (or 26.1% of total responses) chose to revisit their initial recommendations at least once after receiving initial feedback, and 819 (73.9%) stuck with their original recommendations. Participants were given another opportunity to reconsider their recommendations after reviewing detailed information about any of the eight program areas and associated specific goals (see below) that they chose. This time, 55 participants (10.2% of those who had reviewed at least some of the additional detailed information) elected to revisit their recommendations and 485 (89.8%) decided to stick with their prior recommendations. Table 2 reports the final recommendations of all participants. An examination of these recommendations reveals several interesting results:

- ♦ On average, participants recommended an increase in current city spending on all but two outcome areas. The two outcome areas *not* increased were Healthy and Productive People (with an average recommended spending change of 0%, equivalent to “maintain current support”) and Identity Lincoln (with an average recommended spending *decrease* of 19.7%).

⁵ The feedback was the computation of the total percent increase or decrease of the city budget, as implied by their choices. This was calculated by weighting the average recommended change for each outcome area by its percentage share of total current spending.

- ♦ The two outcome areas associated with the highest average recommended spending increases were Safety and Security (+10.9%) and Efficient Transportation (+10.5%).
- ♦ Safety and Security also scored the highest average priority ranking (3.14 out of 8), while Identity Lincoln ranked lowest (6.71).

Table 2: Overall Spending Priorities: Average Rankings and Recommended Spending Changes for Eight Outcome Areas

Outcome Areas (In Order of 2008 Prioritization)	Approximate % of Total Current Spending	Average Rank on Survey (Standard Deviation)	Average Recommended Spending Change (Standard Deviation)
1. Safety and Security	54.5%	3.14 (2.08)	+10.89% (27.70)
2. Economic Opportunity	1.3%	3.94 (2.12)	+8.73% (30.48)
3. Healthy and Productive People	11.6%	4.65 (2.04)	0.00% (31.46)
4. Livable Neighborhoods	11.1%	3.66 (1.91)	+8.80% (28.93)
5. Efficient Transportation	16.1%	4.72 (2.11)	+10.48% (33.81)
6. Environmental Quality	.2%	5.03 (2.06)	+5.48% (36.73)
7. Accountable Government	4.0%	4.15 (2.31)	+2.44% (28.06)
8. Identity Lincoln	1.2%	6.71 (1.76)	-19.69% (36.14)
Average Recommended Change to Total City Spending (Standard Deviation):			+6.24% (16.71)

Notes. Survey N = 1128-1166. Average Recommended Change to Total City Spending calculated by weighting the average recommended change for each outcome area by its % share of total current spending.

Table 3: Comparison of Rank-orderings of 2008 and 2013 Importance and Change in Support Measures

2008-2012 Prioritization	2013 Importance Ranking	2013 Recommended Change in Support
(1) Safety and Security	(1) Safety and Security 3.14 (2.1)	(1) Safety and Security +10.9% (27.7)
(2) Economic Opportunity	(2) Livable Neighborhoods 3.66 (1.9)	(2) Efficient Transportation +10.5% (33.8)
(3) Healthy & Productive People	(3) Economic Opportunity 3.94 (2.1)	(3) Livable Neighborhoods +8.8% (28.9)
(4) Livable Neighborhoods	(4) Accountable Government 4.15 (2.3)	(4) Economic Opportunity +8.7% (30.5)
(5) Efficient Transportation	(5) Healthy & Productive People 4.65 (2.0)	(5) Environmental Quality +5.5% (36.7)
(6) Environmental Quality	(6) Efficient Transportation 4.72 (2.1)	(6) Accountable Government +2.4% (28.1)
(7) Accountable Government	(7) Environmental Quality 5.03 (2.1)	(7) Healthy & Productive People 0% (31.5)
(8) Identity Lincoln	(8) Identity Lincoln 6.71 (1.8)	(8) Identity Lincoln -19.7% (36.1)

Notes. In the middle (2013 Importance Ranking) column, numbers to the right of the area titles represent the average ranking received by the outcome area in 2013. Numbers in parentheses represent the standard deviations of those rankings. In the right most column indicate the average increase (+) or decrease (-) in support suggested by residents in 2013, with standard deviations again in parentheses.

It is also interesting to compare the rank-ordered priorities as assessed in 2008 (when outcome-based budgeting activities were first initiated) and as assessed this year, in 2013. The first two columns of Table 3 show that the first and last priorities were the same in

2008 and in 2013: Safety and Security was the top priority in terms of “importance,” and Identity Lincoln was the lowest priority. Other priorities, however, shifted somewhat. Livable Neighborhoods, for example, went from being ranked fourth in importance in 2008, to second in importance in 2013, according to average rankings.

Examination of the rightmost column of Table 3 allows for comparison between ranked importance, and rank order of increasing to decreasing support. As shown, Safety and Security was not only ranked first in importance, it was also the outcome area that residents felt needed the greatest increase in support and investment in the future. Identity Lincoln was also the outcome area where residents indicated wanting the smallest increases in support. Although the results for the top and bottom ranked outcome areas were consistent across all three columns of Table 3, residents clearly distinguished between outcome areas in terms of their absolute importance (middle column) versus their need for more support and investment (rightmost column). For example, even though the importance ranking for Efficient Transportation fell from #4 to #5 between 2008 and 2013, residents still felt that more support was needed for Efficient Transportation than for other areas, as indicated by its ranking #2 in the rightmost column of Table 3.

♦ PRIORITIES BY OUTCOME AREA

The city has divided its functions within each outcome area into a collection of three to six goals. Each goal is associated with one or more indicators which help administrators determine whether current efforts are succeeding. Survey participants were given the option of reviewing these goals and associated indicators for any outcome area of their choosing. Both the outcome areas and the goals within each of them were presented in a random order. An average of just over 200 participants reviewed the goals associated with each outcome area. Current data was presented for each indicator allowing participants to determine for themselves whether current efforts are sufficient.

For each goal participants were then asked “In the future, how much should the city support its goal to...” with responses ranging from -100% (cut support entirely) to +100% (double current support). The averages for each goal are presented in the sections below. In total, there are 39 goals that fall under the eight outcome areas. Of these, survey participants recommended, on average, an overall increase in current efforts for 31. The single goal with the highest average recommended increase was current Efficient Transportation Goal #1: Provide, Maintain and Support an Efficient and Effective Transportation Infrastructure (mean recommended increase of +21.95%). The single goal with the largest average recommended *decrease* was current Safety and Security Goal #5: Flood Hazards (-5.52%). We next discuss each area in order of recommended change in support, beginning with the area in which participants wished to see the greatest increases.

Safety and Security

On average, survey participants recommended increasing the effort dedicated to all of the individual goals under Safety and Security with the exception of Flood Hazards (mean suggested decrease of -5.52%). Maintain a Low Crime Rate was associated with the largest mean recommended increase (+13.42%). Standard deviations for all goals in this outcome area were small relative to similar exercises in other outcome areas, suggesting relatively low levels of disagreement.

Table 4: Safety and Security

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Maintain a low crime rate	+13.42% (27.07)
2. Timely and effective incident management	+8.39% (21.08)
3. Traffic safety	+6.54% (23.70)
4. Youth activity	+3.81% (26.37)
5. Flood hazards	-5.52% (19.71)

Notes. Survey $n = 330$ -357.

Efficient Transportation

As shown in Table 5, on average, survey participants recommended increasing the effort dedicated to all of the individual goals under Efficient Transportation. The highest mean recommended increase was for Provide, Support and Maintain Transportation Infrastructure at +21.95% and the lowest was for Encourage Alternate Forms of Transportation at +8.27%. All of the standard deviations measured for this outcome area equaled or exceeded 30, a high value relative to similar exercises conducted in other outcome areas. This suggests a relatively high level of disagreement regarding future prioritization of goals in this area. In particular, the standard deviation associated Encourage Alternate Forms of Transportation was 48.11, indicating a very high level of disagreement relative to other outcomes and goals.

Table 5: Efficient Transportation

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Provide, maintain and support transportation infrastructure	+21.95% (31.78)
2. Encourage alternate forms of transportation – walking, biking	+8.27% (48.11)
3. Provide accessible, reliant, convenient and safe public transit	+11.46% (38.15)

Notes. Survey $n = 351$ -370.

Livable Neighborhoods

On average, survey participants recommended increasing the effort dedicated to all of the individual goals under Livable Neighborhoods (see Table 6). The highest mean recommended increase was for Provide for Safe, Clean and Attractive Neighborhoods at +16.22%. Comments left in this area suggest that the “safe” portion of this goal was regarded as particularly important, reinforcing the impression given by the earlier budget exercise that the Safety and Security outcome area is of primary concern to many Lincoln residents. The lowest mean recommended increase was for Create Quality and Diverse Housing Options at +8.3%. The greatest variation in opinion as measured by the standard deviation was also associated with the Create Quality and Diverse Housing Options goal.

Table 6: Livable Neighborhoods

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Provide for safe, clean and attractive neighborhoods	+16.22% (24.84)
2. Reduce neighborhood disorder	+9.99% (26.59)
3. Create quality and diverse housing options	+8.30% (34.45)
4. Encourage well-planned use patterns and transportation systems	+15.12% (28.94)
5. Provide community spaces and programs that enhance vitality	+8.53% (28.05)

Notes. Survey $n = 344$ -354.

Economic Opportunity

As shown in Table 7, on average, survey participants recommended increasing the effort dedicated to all of the individual goals under Economic Opportunity with the exception of Expand the City’s Tax Revenues (which had an average recommended decrease of -3.03%). The highest mean recommended increase was for Available Infrastructure for Growth at +14.60%. This result, along with the comments left regarding this outcome area (see Appendix A), reinforces the impression that transportation infrastructure is a particularly important goal for many Lincoln residents. The greatest level of disagreement as measured by the standard deviation was with regard to facilitation of private sector expansion.

Table 7: Economic Opportunity

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Facilitate private sector expansion	+10.36% (31.38)
2. Maintain full employment	+4.47% (26.25)
3. Expand the city's tax revenues	-3.03% (29.91)
4. Available infrastructure for growth	+14.60% (30.97)
5. Income growth for all Lincoln citizens	+8.37% (30.00)
6. Make the development process predictable and efficient	+8.40% (24.35)

Notes. Survey $n = 276$ -280.

Accountable Government

As shown in Table 8, on average, survey participants only recommended *increasing* the effort dedicated to two of the individual goals under Accountable Government: Provide for the Ability to Access and Participate in Local Government (mean recommended increase of +8.83%) and Ensure the Efficient and Effective Application of Public Resources (+7.28%). Two goals—both relating to issues of diversity and discrimination—were also associated with standard deviations greater than 30, suggesting a greater level of controversy for these goals as compared to other outcomes and goals.

Table 8: Accountable Government

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Ensure the efficient and effective application of public resources	+7.28% (22.04)
2. Provide for the ability to access and participate in local government	+8.83% (25.76)
3. Ensure a fair resolution to discrimination complaints	-0.20% (32.15)
4. Provide a diverse, well-qualified and productive public workforce	-0.19% (32.88)
5. Effectively protect the city's interests	-0.36% (21.49)

Notes. Survey $n = 264$ -269.

Healthy and Productive People

On average, survey participants recommended increasing the effort dedicated to all of the individual goals under Healthy and Productive People. The highest mean recommended increase was for Assure Appropriate Access to Health Care at +10.00%. The lowest average increase was for Support Community Literacy Issues at +1.28%. All of the standard deviations measured for this outcome area equaled or exceeded 30, a high value relative to similar exercises conducted in other outcome areas. This suggests

relatively higher levels of disagreement regarding future prioritization of goals in this area.

Table 9: Healthy and Productive People

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Maintain community's health status	+4.71% (31.30)
2. Support active living	+8.36% (33.59)
3. Support vulnerable populations	+8.03% (35.16)
4. Assure appropriate access to health care	+10.00% (38.67)
5. Support community literacy issues	+1.28% (29.86)
6. Promote self-sufficiency	+6.77% (30.20)

Notes. Survey $n = 269$ -291.

Environmental Quality

On average, survey participants recommended increasing the effort dedicated to all of the individual goals under Environmental Quality. The highest mean recommended increase was for Effectively Manage Wastewater and Solid Waste at +17.16% and the lowest increase was for Maintain and Improve Storm water Quality at +5.82%. Disagreement, as measured by the standard deviation, was particularly low for the Provide Safe and Adequate Water goal (23.84) and high for the Preserve and Manage Natural Areas goal (37.12), relative to other outcomes and goals.

Table 10: Environmental Quality

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Provide safe and adequate water	+13.11% (23.84)
2. Prevent human exposure to environmental hazards	+11.14% (29.10)
3. Effectively manage wastewater and solid waste	+17.16% (33.66)
4. Preserve and manage natural areas	+11.90% (37.12)
5. Maintain and improve storm water quality	+5.82% (27.66)
6. Optimize the efficient use of all energy	+10.15% (32.47)

Notes. Survey $n = 296$ -301.

Identity Lincoln

On average, survey participants recommended *decreasing* the effort dedicated to all of the individual goals under Identity Lincoln. The greatest mean recommended decrease was for Celebrate the City's History and Culture at -4.48% and the smallest average change was for Attract People to the Community at -.65%. The standard deviation for each of these goals exceeded 35, suggesting higher levels of disagreement compared to other outcomes and goals.

Table 11: Identity Lincoln

Individual Goals (In Order of 2008 Prioritization)	Average Recommended Change in Effort (Standard Deviation)
1. Enhance, protect and celebrate the city's culture and history	-4.48% (37.49)
2. Attract people to the community	-0.65% (35.54)
3. Maintain and grow a vibrant downtown area	-3.63% (39.07)

Notes. Survey $n = 260-261$.

♦ WHY DO PEOPLE WANT WHAT THEY WANT?

As they were answering the funding and prioritization questions, participants were asked to explain why they chose to prioritize certain programs over others. More than 200 people commented on the survey, producing almost 70 pages worth of material (see Appendix A for a complete listing of comments). This section presents a brief overview of some of the common themes introduced in each outcome area.

With regard to the **Safety and Security** outcome area, common issues raised included:

- ♦ Concern over crime, with some participants saying that crime rates are still too high city-wide while others emphasized the need to do more in high-crime areas.
- ♦ Need for more attention to traffic safety.

With regard to the **Livable Neighborhoods** outcome area, common issues raised included:

- ♦ Need for timely and effective maintenance of public parks, trees and sidewalks.
- ♦ Need for increased attention to the issue of public safety.

With regard to the **Economic Opportunity** outcome area, common issues raised included:

- ♦ Maintaining a division between the public and private sectors.
- ♦ Keeping taxes low.
- ♦ Increasing local investment in economic infrastructure, in particular supporting transportation infrastructure.
- ♦ Preparing youth to have productive careers.

With regard to the **Accountable Government** outcome area, common issues raised included:

- ♦ Diversity issues.
- ♦ Concern over benefits and pay for many public employees.
- ♦ Making all efforts to rein in public expenditures and keep taxes low.

With regard to the **Healthy and Productive People** outcome area, a common issue raised was:

- ♦ Controversy over the role of social welfare programs.

With regard to the **Efficient Transportation** outcome area, common issues raised included:

- ♦ More attention needed on construction and maintenance of streets.
- ♦ Need to increase access to public transportation.
- ♦ Need to facilitate alternative modes of transportation such as walking or biking.

With regard to the **Environmental Quality** outcome area, common issues raised included:

- ♦ Encouraging more recycling.
- ♦ Reducing energy consumption and increasing the efficiency of public assets.
- ♦ Some controversy over whether environmental concerns should take precedence over the goal of economic development.

With regard to the **Identity Lincoln** outcome area, a common issue raised included:

- ♦ Concern over the proper allocation of public funds.

KEY FINDINGS: COMMUNITY CONVERSATION

♦ EFFICIENT TRANSPORTATION

Eleven groups were formed from the 92 participants in the October 19th Community Conversation. Seven of these groups focused on Efficient Transportation, and were first asked to identify the specific goals or indicators in this outcome area which concerned them the most. These results are summarized in Table 12. Overall, participants expressed the greatest concern for maintaining existing infrastructure as opposed to all other goals under Efficient Transportation, including the construction of new roads. However, all three goals were mentioned by the majority of the groups as areas of concern, and rated, on average, above 4.0 on the five-point scale assessing concern.

Table 12: Group Responses on Efficient Transportation

Goals	# of Mentions/ Total Groups	Average Level of Concern (Range)	Specific Concerns (Frequencies)
1. Provide, maintain and support safe, convenient, durable and efficient transportation infrastructure	6/7	4.39 (4-5)	<ul style="list-style-type: none"> • Street rehabilitation (4) • Street construction (2) • South Beltway (1) • Insufficient progress (1)
2. Encourage alternate forms of transportation	6/7	4.17 (3-5)	<ul style="list-style-type: none"> • Insufficient progress (3) • Goal needs revision –too narrow(2) • Target set too low (1) • Target set too high (1) • Sidewalk rehabilitation (1) • Make bike routes safer (1)
3. Provide accessible, reliable, convenient and safe public transit	5/7	4.33 (4-5)	<ul style="list-style-type: none"> • Focus on consumers (2) • Revise revenue hours indicator (1) • Target set too low (1) • Use of alternative fuels (1) • Increase revenue hours (1)

Notes. Response scale for “Average Level of Concern” was as follows: 1= Not at all, 2 = Slightly, 3 = Moderately, 4 = Very Much, 5 = Extremely. Average is computed only across those providing ratings. Range indicates actual range of values used by those providing ratings.

Individual participants were also given the option of completing these exercises on their own if they were not satisfied with the summary report prepared by their group leader. Table 13 summarizes the results of the 29 individual reports from this exercise, which generally seem to conform to the group-level responses.

Table 13: Individual Responses on Efficient Transportation

Goals	# of Mentions/ Total Individuals	Average Level of Concern (Range)	Specific Concerns (Frequencies)
1. Provide, maintain and support safe, convenient, durable and efficient transportation infrastructure	21/29	4.61 (4-5)	<ul style="list-style-type: none"> • Street rehabilitation (14) • Insufficient progress (12) • South Beltway (4) • Street construction (1) • Short commute times (1)
2. Encourage alternate forms of transportation	22/29	4.13 (1-5)	<ul style="list-style-type: none"> • Make bike routes safer (6) • Insufficient progress (5) • Target set too low (2) • Sidewalk rehabilitation (1)
3. Provide accessible, reliable, convenient and safe public transit	16/29	4.43 (3-5)	<ul style="list-style-type: none"> • Increase revenue hours (4) • Target set too low (3) • Use of alternative fuels (3)

Notes. Response scale for “Average Level of Concern” was as follows: 1= Not at all, 2 = Slightly, 3 = Moderately, 4 = Very Much, 5 = Extremely. Average is computed only across those providing ratings. Range indicates actual range of values used by those providing ratings. Some individuals recorded an issue of interest but did not identify a specific concern, hence the specific concerns will not always sum to the total number of mentions.

Groups were next asked to consider a menu of potential programmatic changes which may allow for their policy preferences to be realized. This menu was assembled with the assistance of relevant city administrators who were tasked with assembling a “wish list” of potential policy options for their departments. Each option was associated with an estimated annual cost. Groups chose from the option menu, and could also add their own options. The results from this exercise again suggest somewhat greater concern among participants over the maintenance of existing infrastructure than on the construction of new roads, including the South Beltway project (see Table 14).

Finally, having assembled their own “wish lists” for the City government, groups were next asked to consider the sources of funding for these programmatic changes. The results from this exercise are presented in Table 15, and reveal a strong preference for generating new revenue as opposed to cutting existing spending from the General Fund or delaying current road projects.

Table 14: Group Program Changes on Efficient Transportation

Program Change	# of Mentions/ Total Groups	Average Amount, in \$Millions	Range of Amount, in \$Millions
Rehabilitate all sidewalks within 15 years	5/6	\$3.2M	\$1-4M
Rehabilitate 1.1 to 1.7 miles of arterial roads	4/6	\$2.25M	\$1-5M
Rehabilitate 2.3 to 4.7 miles of residential roads	4/6	\$2M	\$1-5M
Add position, fund projects to encourage alternate transportation	4/6	\$0.34M	\$0.25-1M
Local match for South Beltway	3/6	\$10M	\$10M
Construct 1/6 th to 1/4 th miles of new roads	1/6	\$1M	\$1M
Expanded bus transfer center	1/6	\$0.5M	\$0.5M
Hire additional staff, update software for traffic signal timing	1/6	\$0.5M	\$0.5M
Downtown CNG fueling station	1/6	\$0.25M	\$0.25M
Street signing and marking program	1/6	\$0.25M	\$0.25M
Intelligent Transportation System signals for Antelope Valley	1/6	\$0.1M	\$0.1M
Performance audit of engineering services	0/6	N/A	N/A
Bus service administrative improvements	0/6	N/A	N/A

Notes. Average and range computed only across those groups which selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option.

Table 15: Group Funding Options on Efficient Transportation

Funding Options	# of Mentions/ Total Groups	Average Revenue, in \$Millions	Range of Amount, in \$Millions
Increase sales tax from 1.5% to 2%	4/6	\$18.5M	\$8-22M
\$5 increase in wheel tax	4/6	\$1.75M	\$1-2M
\$0.01 increase in property tax levy	3/6	\$2M	\$1.5-3M
Other – Bond, Assessment Districts	2/6	\$20M	\$20M
Shift funds from Railroad Transportation Safety District	2/6	\$3M	\$3M
Delay other road projects	0/6	N/A	N/A
Divert funding from the General Fund	0/6	N/A	N/A

Notes. Average and range computed only across those groups which selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option.

Table 16: Individual Program Changes on Efficient Transportation

Program Change	# of Mentions/ Total Individuals	Average Amount, in \$Millions	Range of Amount, in \$Millions
Rehabilitate 2.3 to 4.7 miles of residential roads	14/29	\$4.07M	\$1-17M
Rehabilitate all sidewalks within 15 years	14/29	\$3.01M	\$1-4M
Rehabilitate 1.1 to 1.7 miles of arterial roads	13/29	\$1.62M	\$1-6M
Local match for South Beltway	12/29	\$8.54M	\$1.5-10M
Add position, fund projects to encourage alternate transportation	8/29	\$0.41M	\$0.25-0.1M
Downtown CNG fueling station	5/29	\$0.6M	\$0.25M
Intelligent Transportation System signals for Antelope Valley	5/29	\$0.1M	\$0.1M
Expanded bus transfer center	4/29	\$1.88M	\$0.5-6M
Construct 1/6 th to 1/4 th miles of new roads	4/29	\$1.25M	\$1-2M
Hire additional staff, update software for traffic signal timing	4/29	\$0.44M	\$0.25-0.5M
Street signing and marking program	3/29	\$0.25M	\$0.25M
Performance audit of engineering services	2/29	\$0.25M	\$0.25M
Bus service administrative improvements	0/29	N/A	N/A

Notes. Average and range computed only across those who selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option.

Table 17: Individual Funding Options on Efficient Transportation

Funding Options	# of Mentions/ Total Individuals	Average Revenue, in \$Millions	Range of Amount, in \$Millions
\$5 increase in wheel tax	14/29	\$2.14M	\$1-8M
Increase sales tax from 1.5% to 2%	13/29	\$17.85M	\$4-22M
\$0.01 increase in property tax levy	8/29	\$2.25M	\$1.5-3M
Shift funds from Railroad Transportation Safety District	6/29	\$3M	\$3M
Delay other road projects	2/29	\$4M	\$1-7M
Divert funding from the General Fund	1/29	\$1M	\$1M
<i>Other – Bond, Assessment Districts, lower wheel tax, cigarette tax, occupation tax, alcohol tax</i>	9/29	N/A	N/A

Notes. Average and range computed only across those who selected given funding option and gave an amount. N/A indicates that respondents did not give an amount for the options in that row.

As with the previous exercise, individuals were again given the option of completing these exercises themselves if they were not satisfied with the group report out. The results from the 29 individual program change and funding option exercises are presented in Tables 16 and 17. As with the previous exercise, the individual reports generally conform to the results from the group exercises, allowing for the following general conclusions to be drawn:

- ♦ Among the participants in the Community Conversation, there is a strong desire for increased funding for the maintenance of existing transportation infrastructure. This is particularly true for the rehabilitation of residential and arterial roads, but also applies to neighborhood sidewalks.
- ♦ There is relatively less interest in the construction of new road projects, including the South Beltway project. Nonetheless, the South Beltway project was still listed as an important priority by 50% of the groups discussing Efficient Transportation, and by 41% of the individuals who gave individual input.
- ♦ Participants expressed a willingness to accept higher taxes to pay for these projects, and preferred for new revenues to be generated as opposed to cutting existing spending.
- ♦ Several individuals suggested alternate sources of funding, including the creation of special Assessment Districts for the rehabilitation of neighborhood sidewalks.

♦ SAFETY AND SECURITY

Five of the eleven groups at the October 19th event chose to complete the Safety and Security exercises. These groups were first asked to identify the specific goals or indicators related to Safety and Security which concerned them the most. These results are summarized in Table 18 and reveal several important conclusions:

- ♦ Though participants in the online survey had expressed the greatest concern over local crime rates, participants in the Community Conversation were relatively less concerned about this goal.
- ♦ Participants demonstrated a particularly strong concern for the goal related to timely and effective incident management.
- ♦ Two groups independently suggested that the maintenance and care of neighborhoods should be established as a separate goal under the Safety and Security outcome area.

Individual participants were also given the option of completing these exercises on their own if they were not satisfied with the summary report prepared by their group leader. Table 19 summarizes the results of the 21 individual reports from this exercise, which generally seem to conform to the group responses.

Table 18: Group Responses on Safety and Security

Goals	# of Mentions/ Total Groups	Average Level of Concern (Range)	Specific Concerns (Frequencies)
1. Maintain timely and effective incident management	4/5	4.5 (4-5)	<ul style="list-style-type: none"> • New radio system (4) • Travel time for life-threatening calls (2) • Fire response times (1)
2. Maintain low crime rates	4/5	3.75 (3-5)	<ul style="list-style-type: none"> • Goal needs to be revised – be more proactive (1) • Indicators need to be revised – account for city growth (1) • Take care of dilapidated properties (1) • Community mental health (1)
3. Encourage youth activity	3/5	4.33 (4-5)	<ul style="list-style-type: none"> • Goal needs to be revised – more activities (2) • Insufficient progress (1) • Indicators need to be revised – measure youth crime rate citywide (1)
4. Reduce flood hazards	2/5	3.5 (3-4)	<ul style="list-style-type: none"> • Need to replace pipes (1) • Targets set too low (1)
5. Manage traffic safety	1/5	5 (5)	<ul style="list-style-type: none"> • South Beltway (1)
<i>Other/General Concerns</i>	2/5	5 (5)	<ul style="list-style-type: none"> • <i>Neighborhood rehabilitation – make this an explicit goal (2)</i>

Notes. Response scale for “Average Level of Concern” was as follows: 1= Not at all, 2 = Slightly, 3 = Moderately, 4 = Very Much, 5 = Extremely. Average is computed only across those providing ratings. Range indicates actual range of values used by those providing ratings.

Table 19: Individual Responses on Safety and Security

Goals	# of Mentions/ Total Groups	Average Level of Concern (Range)	Specific Concerns (Frequencies)
1. Maintain timely and effective incident management	6/21	4.4 (4-5)	<ul style="list-style-type: none"> • Fire response times (3) • Travel time for life-threatening calls (2)
2. Encourage youth activity	6/21	4.08 (3.5-5)	<ul style="list-style-type: none"> • Community Learning Centers (3)
3. Maintain low crime rates	6/21	3.4 (3-4)	<ul style="list-style-type: none"> • Goal needs to be revised – focus on future benchmarks (3) • Focus on problem areas (2)
4. Reduce flood hazards	2/21	3.5 (3-4)	<ul style="list-style-type: none"> • Better safe than sorry (1)
5. Manage traffic safety	1/21	3 (3)	<ul style="list-style-type: none"> • N/A (no specific concerns listed)
<i>Other/General Concerns</i>	3/21	4.25 (4-5)	<ul style="list-style-type: none"> • <i>Community mental health (3)</i>

Notes. Response scale for “Average Level of Concern” was as follows: 1= Not at all, 2 = Slightly, 3 = Moderately, 4 = Very Much, 5 = Extremely. Average is computed only across those providing ratings. Range indicates actual range of values used by those providing ratings. Some individuals recorded an issue of interest but did not identify a specific concern, hence the specific concerns will not always sum to the total number of mentions.

Groups were then asked to consider a menu of potential programmatic changes, and make program recommendations that might allow their policy preferences to be realized. Once again, this menu was assembled with the assistance of relevant city administrators who were tasked with assembling a “wish list” of potential policy options for their departments, and each option was associated with an estimated annual cost. The results from this exercise are presented in Table 20.⁶

These results tend to confirm the findings from the first exercise, as all of the groups chose to implement policies related to timely and effective incident management (such as replacing an outdated radio system and investing in fire station relocation) while only half selected policies related to maintaining low crime rates (such as additional police officers or investing in gang resistance units).

Having assembled their own “wish lists” for the City government, groups were next asked to consider the sources of funding for these programmatic changes. The results from this exercise are presented in Table 21, and reveal a strong preference for generating new revenue as opposed to cutting existing spending from the General Fund.

⁶ Note that only 4 of the 5 groups that completed the first Safety and Security Exercise also completed this second exercise.

Table 20: Group Program Changes on Safety and Security

Program Change	# of Mentions/ Total Groups	Average Amount, in \$Millions	Range of Amount, in \$Millions
Replace outdated radio system	4/4	\$1.38M	\$1-1.55M
Implement fire station relocation plan	4/4	\$0.83M	\$0.5-1M
Enhance support for community mental health	3/4	\$0.83M	\$0.5-1M
Provide support to sustain community learning centers	2/4	\$0.75M	\$0.5-1M
Add one police officer 24/7	2/4	\$0.5M	\$0.5M
Gang resistance programming	2/4	\$0.1M	\$0.1M
Focus on floodplain permitting/community flood insurance rating	2/4	\$0.1M	\$0.1M
Improving striping and signage at high-crash locations	1/4	\$0.5M	\$0.5M
Add three new officers to the traffic unit	1/4	\$0.25M	\$0.25M
Complete more storm drain projects	1/4	\$0.1M	\$0.1M
Add three 911 center supervisors	0/4	N/A	N/A
Add another ambulance unit	0/4	N/A	N/A

Notes. Average and range computed only across those groups which selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option.

Table 21: Group Funding Options on Safety and Security

Funding Options	# of Mentions/ Total Groups	Average Revenue, in \$Millions	Range of Amount, in \$Millions
Increase sales tax from 1.5% to 2%	2/4	\$3M	\$2-4M
\$0.01 increase in property tax levy	2/4	\$2.25M	\$1.5-3M
User fees from ambulance fund	1/4	\$0.5M	\$0.5M
Divert funding from the general fund	0/4	N/A	N/A
<i>Other – Bond</i>	1/4	N/A	N/A

Notes. Average and range computed only across those groups which selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option, or that an amount of funding was not listed even though the option was chosen.

As before, individuals were also given the opportunity to complete these exercises on their own, and these results are presented in Tables 22 and 23. Once again, the pattern of individual responses did not differ much from the group reports. For example:

- ♦ Replacement of the radio system and implementation of the fire station relocation plan were priorities mentioned most often by both groups and individuals.
- ♦ The top-most mentioned preferred sources of funding for both groups and individuals were increases in the sales tax and the property tax levy.

Table 22: Individual Program Changes on Safety and Security

Program Change	# of Mentions/ Total Individuals	Average Amount, in \$Millions	Range of Amount, in \$Millions
Replace outdated radio system	14/21	\$1.2M	\$0.8-1.55M
Implement fire station relocation plan	14/21	\$0.74M	\$0.5-1M
Provide support to sustain community learning centers	13/21	\$0.72M	\$0.5-1M
Gang resistance programming	10/21	\$0.1M	\$0.1M
Enhance support for community mental health	9/21	\$0.72M	\$0.5-1M
Add one police officer 24/7	4/21	\$0.63M	\$0.5-1M
Complete more storm drain projects	4/21	\$0.1M	\$0.1M
Focus on floodplain permitting/community flood insurance rating	4/21	\$0.1M	\$0.1M
Improving striping and signage at high-crash locations	3/21	\$0.45M	\$0.45M
Add three new officers to the traffic unit	3/21	\$0.42M	\$0.25-0.5M
Add three 911 center supervisors	1/21	\$0.5M	\$0.5M
Add another ambulance unit	1/21	\$0.5M	\$0.5M

Notes. Average and range computed only across those who selected given funding option and gave an amount.

Table 23: Individual Funding Options on Safety and Security

Funding Options	# of Mentions/ Total Individuals	Average Revenue, in \$Millions ¹	Range of Amount, in \$Millions
\$0.01 increase in property tax levy	7/21	\$1.71M	\$1.5-3M
Increase sales tax from 1.5% to 2%	6/21	\$3.15M	\$0.9-4M
User fees from ambulance fund	3/21	\$0.42M	\$0.25-0.5M
Divert funding from the general fund	0/21	N/A	N/A
Other – Split sales tax/general fund cuts	1/21	N/A	N/A

Notes. Average and range computed only across those who selected given funding option and gave an amount. N/A indicates that no one chose the option even though it was listed in the event booklet as a possible option, or that an amount of funding was not listed even though the option was chosen.

CONCLUSIONS

After several budget cycles in a row where either expenditures had to be cut or revenues had to be raised in order to maintain a balanced budget, the Lincoln residents who responded to the Taking Charge survey and/or came to the Community Conversation were focused on shoring up support for areas that may have been previously overlooked. Taking Charge participants recommended significant increases in the resources dedicated to Safety and Security and Efficient Transportation.

Participants in the Community Conversation were asked to elaborate on their policy preferences for these two priority areas. Collectively, they recommended a targeted focus on two issues in particular: the maintenance of existing transportation infrastructure, and improvements in timely and effective incident management. To this end, they were willing to see significantly increased expenditures on road rehabilitation, replacing outdated radio equipment, fire station relocation and related efforts. Participants also expressed a willingness to pay higher taxes to realize these policy outcomes and a preference for generating new revenues as opposed to cutting existing spending.

Lower priority was given or less consensus was apparent for other goals under the Efficient Transportation and Safety and Security outcome areas. Nonetheless, participants still expressed considerable interest in the construction of new roads, expanded efforts to encourage alternate transportation, the increased availability of public transit, reductions in crime rates, and efforts to promote youth activity. Once again, many of the Community Conversation participants expressed a willingness to see increased expenditures and thus suggested increased taxes in order to ensure that these policy outcomes are realized.

The present report does not claim to represent the opinions of all Lincoln residents. However, the report does reflect the voices of more than 1,100 survey respondents, as well as 92 residents who were willing to devote a Saturday morning to considering Lincoln's future and discussing it with fellow residents and city officials. These community members weighed in with their perspectives after reading about, discussing, and considering a variety of policy, program and spending options.

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APPENDIX A

COMMENTS FROM THE ONLINE SURVEY

The following are the full set of comments submitted by Lincoln residents, unedited and in the formats received from the online survey. These are organized by topic area as defined by the text box into which they were entered. For example, after the safety and security questions, participants were given the opportunity to explain or comment. Comments typed in response to that prompted opportunity are listed in that category, even if they pertained to other areas. No edits were made for grammar, spelling, and so on. Line breaks are indicated by “/”. Visualizations were created using wordle.com.

- A question I have is what can we as citizens do to make Lincoln better? How can citizens get involved in our own city to improve overall quality of living?
- Again, people under the age of 75 seem to be very excited about what Lincoln is doing. We have good national reputation, our economy and job growth seems to be strong, and therefore things seem too be humming along.
- Again...I don't like how the city defines economic opportunity. If it read something to the tune of reducing government burdens on businesses then I would be in favor of that. There are more ways to improve the business atmosphere then to have the government subsidize, or promote a business. I didn't go all the way to -100% because of the need for road construction/upkeep.
- An accountable government doesn't require more spending, it simply means looking @the big picture & not focusing a majority of our time,monies,attention on one area. Don't insult our intelligence by saying property taxes didn't go up when in actuality they did by raising property valuation. If my mortgage payment goes up because I have to put more in escrow monthly to cover higher property taxes that is a no brainier. The same way the streets we drive daily on our work commute are in terrible shape but the main focus appears to be adding more bike lanes downtown. Get the bike riders on the trails & off of the streets!
- An accountable government shouldn't cost us money. We pay you to do your jobs. We shouldn't pay you MORE to do them right. As far as economic opportunity is concerned it should not be a budget concern unless the economic opp is for continued education. Raising safety & security budget may go to getting more TRAINED police officers as the ones I have encountered after a neighbor shot himself and after a drunk hit/ran/totaled my car - well I have had 0 luck with the LPD and follow through. If they had checked out my shot call they would have known someone would be getting a body in four hours. The person may not have been dead had they actually checked the apt like I told them to. Transportation needs a lil work as far as bus routes. Just get the planner to get it right. Get some feedback on bus passengers and how they can cut the route or add a bus to avoid walking great distances and forget about the bike lines. They should have NEVER been put dead center in the middle of the street. That's just nonsense.
- Answered in previous comment box. I would like to see an increased police presence before things get really out of hand. Traffic safety and violent crime are my biggest concerns. To me, this would help to create more liveable neighborhoods.
- As a community, we've done so much for economic opportunity in the last ten years, which was appropriate. Now it's time to let that engine run on its own

power and address the concerns that businesses overlook for lack of profit incentive.

- As mentioned in the previous question, I see environmental quality as a top issue, yet its current funding is relatively small.
- Broad categories make it difficult. I believe we do need roads, but to lump public transportation and bike trails in this makes it hard to actually show where cuts need to be made. Public safety (police, fire and EMS) needs to be increased. The city has grown and these services have been stretched and have not grown with the growth of the city both in the center as well as on the fringes. Things like the arena will increase the need for services and then take away resources to protect our neighborhoods.
- Bunch of BS
- Bypasses! We need to develop not only the Southern bypass, but also the North/South bypass on the East side of Lincoln. Also East/West traffic flow to and through downtown needs to be streamlined. It would be nice not to have to go through downtown to get to West bound interstate without going 5 miles to the North.
- City government does not need to spend any money on encouraging alternative modes of transportation, huge waste of money if only \$1 is spent on it. / / Why does Lincoln spend money on advertising the fact we have a diverse culture; who care? Put the money you spend on this stuff into fixing more streets. / / Is it possible for city of Lincoln to find more ways to waste money?
- City needs to maintain and keep proper police and fire ems protection
- City/County Healthy Department needs analysis. / While waiting for the bus on the south side of the state office building I noticed several dead or dying trees. With proper planting and watering these trees might have survived.
- Cut spending and taxing!!!
- Decriminalize marijuana-save money in our courts, jails, etc. / / Cut back on tree planting in areas that don't need them. I live at 74th and Van Dorn. Trees were recently planted along Van Dorn. They are now a traffice hazard for people turning onto Van Dorn. Also there are lots of mature trees already present in that neighborhood. Seems like an extraneous expenditure. / / I'm not sure why we need a public safety director, Tom Cassidy. It seems like we've created a new position (extra expenditure) for a job he did as police chief. Cut the fat. / / I think the need for a beltway needs to be reexamined. The cost benefit does not compute for me. The beltway would be too far out of town to make a real dent in the traffic on hwy 2. It should have been built where Pine Lake is. That would

have been more beneficial. The reason why it hasn't been built isn't the lack of funding. The money would have been found if the citizens would have seen the need. No one is clammering for it because the current design doesn't benefit residents enough.

- Do what is needed to bring NEW companies into Lincoln that offer more than part-time work or low-paying jobs. We need to have our college graduates have the incentive to stay in Lincoln to get good jobs. Our brain-power is draining off to other states because we don't have the types of jobs available to tempt them to stay.
- don't fully understand this activity - instructions unclear
- Don't see why having accountable government would require a lot of spending.
- Environmental Quality: The percentage spent in this category could be exponentially increased. / / Efficient Transportation: Assuming that you invest in alternative transportation programs (busing and biking), rather than programs that would further incentivize car driving, this category should be increased as well. / / Healthy & Productive People: At the very least, Lincoln needs to further invest in its Public Library programs. Give them more extended hours, faster public internet, more up-to-date books, etc.
- FIX THE DAMN ROADS AND SIDEWALKS!!!!!!!!!!!!!!!!!!!!
- For efficient transportation, I would recommend longer hours in the evenings. I personally know many late night workers who rely on public transportation to get to work and are left walking miles afterwards. / For the increase in spending in economic development, Lincoln does offer many jobs in town, but it lacks many quality jobs on the market. Many of these jobs that make Lincoln proud of it's 3.3% unemployment rate are low-end, fast food jobs.
- Get rid of transpo completely off the city budget. Let that be run and funded privately. Give the cops a 10% raise as we have an extremely small police force for our size and crime is on the rise. All other areas of gov. can take a 10% cut. How they make those cuts they can decide, but the amount of waste being seen in all city offices tells me that the cuts can be made with out any cutting of services. Count paper clips and unnecessay driving trips, etc. and the 10% cut won't even be felt.
- Give up on the global warming and EPA hysteria
- Government needs to be accountable, and right now they are now. You have not added any essential personal or equipment to this city that has grown so much, but you continue to add to management positions. This needs to be looked at and changed.

- Greenspace is significant in how people feel about where they live, do business and contribute to the community as a whole. Ideally, such space is available all year round, not currently the case.
- Hard to justify all the arena and city improvement costs, when people are going hungry and homeless and without the basic necessities of life, just sayin
- Health should be privatized. If more spending is necessary...protection and economic opportunity.
- Help citizens become economically self-sufficient through private enterprise, and provide safe and secure surroundings. We should encourage citizens to literally care for their own, which means not through tax redistribution.
- Hold the Gov. Accountable for spending and increase the minimum wage in this state. Let gov officials try to live on 8.50 an hour with no health insur. parttime job and kids to raise and see how far they get
- Hold the line on the overall budget. Reallocate funds to the primary roles of city government - safety, security, and transportation.
- I am in favor of raising more taxes to obtain a better environment and quality of living.
- I am not sure where libraries, pools, trails, ect. fit in the categories above but that is a priority. Also, the public transportation system in Lincoln needs to be completely overhauled. Having to go downtown to transfer doesn't make sense. More people would probably use Startran if the routes made more sense. I don't know whether a lot or a little money is needed to fix that.
- I am shocked that we only spend .1% more for Economic Development than Diversity. Any wonder we have low wages, underemployment, brain drain, etc.? Same for the Environment. I'd rather have clean water, air, roads, parks, etc. than a celebration of our diversity. There are plenty of private groups who can, and could, provide all the diversity events we need.
- I believe we need additional police on our streets to keep us safe and to promote Lincoln to possible new businesses as a truly safe city. This will add jobs and hopefully add higher paying jobs. I really am unsure how I would change the others,. I have added what I believe strongly in.
- I can't comment very knowledgably since some of these programs get subsidies from other sources, but generally they are all good investments over the long term and I'm prepared to kick in a little more now to save a big expense later. If only the Unicameral would do the same.

- I couldn't find anywhere in this survey that addressed this, but our Parks & Rec are really missing the boat by being trail fanatics/tree huggers at the expense of having youth sports facilities. We leave a TON of dollars on the table - our city and the CVB need to take a look at this. Of course, we'd have to maintain facilities (mow) which doesn't even happen now. I've been to Omaha/Des Moines/Kansas City for two different youth sports and have more to come - we'd bring hotel reservations, meals, etc. and for some reason we as a city want to ignore this ever happening. If we really diversified the monies spent on Parks & Rec, as opposed to our love affair with trails, the money we brought in would more than pay for trails..... / / Cutting down a tree here or there won't ruin the quality of life in Lincoln - may actually improve it in some ways.
- I definitely feel the need for more police personnel (for prevention purposes as our city continues to grow) and strongly feel that our streets need better upkeep. Please - - no more multi-lane roundabouts.
- I do not support additional public transportation. I would like to see existing roads and sidewalks improved in quality to match other Midwest towns and cities. Lincoln is simply terrible. I would like to see government encourage free competition rather than stifle it. Why are all the movie theatres owned by one company? Why would we even consider objecting to multiple cab companies? Why is gas always higher priced within Lincoln? Why do we allow city leaders that have outside financial interests to participate in decisions when there is a conflict of interest? Safety is a relative thing. Police and Fire protection should cost the same per capita as other Midwest towns and cities, not more.
- I feel we have the necessary safety measures in place for the most part. I would look at the fire dept response times, I am currently unaware of how we rank nationally, but as a growing city it is cause for concern. We don't have a lot of major crime to handle here, however, if more good paying jobs were available we might have even less. Citizens with gainful employment don't tend to create crime in the sense of basic theft and robbery.
- I have called the police a couple of times in the last 2 months, once for a drunk driver that I was trying to keep track of until police got there, they never showed up. Plus, the dispatcher didn't keep me on the phone to keep track of the cars location, I had to call 911 back a second time and that dispatcher kept me on the phone to keep track of the car. I called to report a suspicious vehicle on the street in our neighborhood, and waited an hour for the police to arrive, they never did before I fell asleep. I also heard the dispatch go out on scanner radio, and they dispatched it completely wrong as to the streets it was on, and where the individuals walked to around the corner. I feel there are not enough police for this growing City and no longer feel safe walking at night. Fire and Rescue services

need to get their response times back up, again, the City is growing but services are not.

- I hope someone in Lincoln City Gov't is concerned and paying attention to the County's decision to defund the Lancaster County mental health center, to diversify its services and turn it over to three nonprofits. Obviously, the County hopes/plans to save money, however, this will impact the city of Lincoln, and probably not in a beneficial way. The venture is ill conceived and ill planned, diversifying services ensures a poor continuum of care and there will be confidentiality issues amongst the three providers. While the press and agencies involved are painting a "positive" picture, individuals closer to the situation are very concerned. Consumers are frightened and the City of Lincoln, particularly the first responders are likely to be impacted. Hopefully someone will ask some hard, tough questions rather than just let Lancaster County proceed unimpeded.
- I increased where I thought we need improvement, left the same where I felt we are already strong but it is an area of importance, and decreased where I thought we need less emphasis.
- I know budgets are always issue #1, so I'm not suggesting the City should support my indicated priorities by actual added spending, but rather by attitude and incentives.
- I know these add up to more spending than currently, and that's OK with me. So long as the spending is on the programs that will pay off in keeping Lincoln one of the best places in the world to live, I'm willing to pay for it.
- I listed healthy and productive people as number one but I think we are already paying plenty for this one. On the other hand our city looks terrible as far as our parks are concerned and we need to put more money into taking care of this wonderful resource we have. Why is all the money going to the downtown area and the Arena??? Please take care of our city parks!!!
- I really could not figure out where fighting crime and illegal immigrants fit in. I didn't feel it was addressed in safety, but wherever it fits in I think that part of the budget should be increased 10%. Does that make sense?
- I really did not concern myself as much with this part. I believe I gave you some of my opinions in the first part.
- I strongly disagree with what is lumped into the 'Safety and Security' description. My rating reflects everything identified in this category EXCEPT 'YOUTH ACTIVITIES'. THIS ITEM DOES NOT BELONG IN THIS CATEGORY. IT SHOULD BE LISTED IN EITHER THE 'HEALTHLY AND PRODUCTIVE PEOPLE' OR LIVABLE NEIGHBORHOODS CATEGORY.

- I think livable neighborhoods, safety and security and health are the most important.
- I think more should be spent on transportation to improve the bike lanes. More streets away from downtown should have bike lanes.
- I think road funding and public transportation funding should be separated out. I would decrease road funding to improve our public transit and trail systems.
- I think that the branding for Lincoln is cute and all, but branding does no good if our environment and infrastructure is not up to par.
- I understand the need for groupings to simplify this survey process. However what is lost in this oversimplification is the potential for the variance among the priorities of all components grouped together. i.e. "Efficient Transportation" by grouping public transit and roads together it assume I prioritize the importance of road improvements equally with encouragement of public transit etc. This results in false impressions and provides opportunity to misinterpret the motives of persons completing the survey.
- I wish there was a category for public schools, this is way out of line, LPS staff tell me the new administrative bldg is very fancy and they are spending a lot of money of high end brick and mortar.
- I would increase funding for transportation, but not on the bus or other service. It would be for roads.
- I would like to see a more cohesive public transit system. I did read that Star Tran has a new director, so I am excited to see what changes he makes to the bussing program.
- I would like to see specifically CUT, the frequency of re-paving of the LES, 27th & Fairfield parking lot / Streets residents drive on need more repairs than a parking lot
- I would recommend reprioritizing the Efficient Transportation section to focus on maintaining public infrastructure, and away from encouraging transportation alternatives. Such programs are nice in a budget with surpluses, but a luxury when cuts need to be made. Regarding celebrating Lincoln and its diverse community and downtown, I recommend that downtown businesses pick up the tab for maintaining the "vibrant" downtown and not the taxpayer. Community groups can celebrate diverse communities, we don't need the taxpayer picking up the cost of those activities. Again, perhaps nice, a "want", but not a necessity in difficult budgetary times.
- If already more than half of the budget is spent on Safety and Security, then possibly we need new leaders in that area as what's being done now isn't working!

We need to stop bending to the businesses (bars) downtown. For instance, the recent issue with cameras at downtown bar areas - the businesses (bars) are afraid it will hurt their business. However, that's exactly what we need to possibly deter crime. Another fiasco, extending the bar hours to 2 AM - ridiculous! Nobody needs to drink until 2 AM. Again - ridiculous! Catering to the college crowd to make a buck is insane. Our police shouldn't have to babysit these jerks! We need to be a city that doesn't put up with these kids who feel they have the right to party in our streets and neighborhoods. Expel them and let them explain to mom and dad what happened. We don't babysit!

- If we have an accountable government we shouldn't have to spend money to get there! That goes back to our representatives taking responsibility for their actions. How do you spend money to be accountable? I don't want money spent on diversity! Tired of it! I'm in America not Mexico!
- If you have efficient transportation (Star Tran running 7 days a week, a bike accessible venues), environmental quality (though the particle per cubic ft need to be the same as the rest of Lancaster County) the rest will happen. Environmental quality also speaks to the need to restore our Parks and Recs dept.
- If you want Identity Lincoln to be greater open opportunities for the citizens to create them themselves tax dollars don't need to go to those events. If people want them they can ask to organize. / / More jobs Lincoln should be an oasis for business not a wasteland that it currently is. / / Eliminate buses and move funding to greater infrastructure. / / Keep Holmes lake stocked with fish and clean and I'll be happy. / / Can we clear some of the riff raff from north east lincoln. I hate having to listen to some dirtbag's loud and rusty chevy truck at 2-am. Get the cops on this. / / If you want productive people create an atmosphere for business.
- I'm willing to increase real estate taxes to pay for the needed service. The % the city takes is very small compared to the schools.
- In regard to increasing the Efficient Transportation category, specifically I would like to see significantly more bike path development. I would also strongly urge the city to invest more in snow removal during the winter. It is infuriating how poor the snow removal can be in Lincoln.
- Increased spending means cutting spending in another area; local governments very seldom have enough growth to do otherwise. Clearly, Police/Fire/Schools/Health/Transportation programs already take most of the city's discretionary spending. Still, workable mass transit is especially valuable to the lower income population and our current recycling "efforts" (voluntary drop off or pay for services) is hardly hardly worthy of one of the country's most livable cities.

- Increased transportation funding should be in transit and bike infrastructure, not cars!
- Invest in a viable, vibrant, healthy, robust citizenry. Reach out, Educate, Facilitate, Coordinate. Show us what we can do, what we need to do. Lead us, and we will continue to build on Lincoln's strenghts, while bringing all of us up together. I hope that it is reflected that I understand that money has to come from somewhere, it is not magic. But this survey did not ask me about sacrifices, or making budgetary cut decisions; only to prioritize the spending categories according to my perceptions of what is needed to bolster Lincoln's vitality and sustainability. I may be wrong, but I think that a network of people, businesses, resources, communities, neighborhoods, and leaders (government coordinators) - can catalyze, mobilize, and steer the community of people towards mutually beneficial, sustainable goals. The rest will follow, and I intended that rather vague and perhaps sentimental double-entendre.
- It seems that we place a lot of emphasis on safety and security and more could be used in accountable government and other areas. A more balanced approach I believe would be better
- Just because its a priority doesnt mean it takes money -
- Let market forces rule. / Stop enabling people. Let them take responsibility for their own lives.
- Let's bite the bullet and raise taxes as necessary, to mow our city parks often enough to make them presentable. Some of them look like they violate the city's own worthless vegetation ordinance. Seems like every year parks get their budget cut to make the city budget without increasing taxes. Politicians are afraid to increase property taxes for fear of losing the next election !
- Libraries, parks, bike trails are important to the quality of life in Lincoln.
- Lincoln has excellent city personnel and leadership - thank you. All of our other efforts will come to nothing if we don't take into account long-term planning for environmental change. Many great things are happening - we need to do more.
- Lincoln is already safe. Unions and number of officers won't reduce crime... having opportunities to succeed reduce crime.
- Lincoln needs mandatory recycling both for businesses and residents including apartment houses. It need stringent enforcement. / / Vehicular pollution needs to be reduced.
- Lincoln needs much better traffic flow for a city its size which is why I ranked it highest in terms of increased spending.

- Lincoln Police need to be more proactive. To make Lincoln a safer place to live.
- Lincoln values Bike Traffic --But our Mayor & traffic? dept-If we have planners- They don't know What a CAR overpass is! So they Fill Our Streets with Stop Signs & Stop Lights--NO Traffic Flow! Stop bulding Round-a-bouts! At BUSY intersections Like Superior. Please do Not put a roundabout at 13th & Old Chaney. NO more Traffic Lights on HWY 2 the closest thing we have to an Expressway! Fire the Traffic Planner and give that Job to OMAHA--who built a Raised express route in less than One Year! 84th St took Lincoln 10 years-What a Joke. Widen 27th St thru Country Club-DUH! Run the City stop sticking your Nose into every aspect, concentrate on Lincoln, don't create another Diversity Class we have laws-tell Casady who oversteps his role too!
- Livable neighborhoods are intricately bound up with safety and security, economic opportunity, identity and environmental quality. I live in University Place and the deteriorating housing on my street has coincided with the theft of my vehicle and NWU students' sense that they don't want to take walks around campus. Bus service is notoriously unreliable from our neighborhood.
- Make developers pay the true costs, not the taxpayers.
- many areas I believe are core values of government are in a category with other items I believe the city could fund at a lower level and make less of a priority. Therefore I did not increase spending on the areas which I felt were higher priority instead assuming that without increased funding funds could be shifted from more important to less important areas.
- Many of these goals are not the city's area to take care of. Why are we duplicating other governmental entities goals? / It might be cheaper for us to hire cabs for people then running an empty bus over the current routes.
- Mayor Beutler has prioritized the Haymarket area and neglected the sidewalk and street repairs. The Haymarker and new arena are not accessible to the handicapped - of which I am one. That'swhy I cannot participant in any meeting. Although he states "no new taxes" the wheel tax went up substantially this year. Make recycling cheaper. Only part of my gripes - Maxine Ball.
- More bike infastructure
- More bike paths
- my main concern is slow traffic. I wonder if a study has been done to determine how much time is wasted at long traffic lights in Lincoln. I also wonder how many gallons of gas are wasted at very long traffic lights in Lincoln???
- Need decent public transportation. The bus system is pretty awful. Would like to see "Park and Ride" lots on the outskirts of the city so citizens could use public

transportation for downtown and major commercial districts. Might be a hard sell, but it works in larger cities.

- Need to reduce funding for safety and security. There are way too many police officers in Lincoln and I doubt there is any substantial impact on ensuring safety. Promotion of economic opportunity, livable neighborhoods, health and productive people, efficient transportation, and environmental quality will have greater impacts on safety and security than having more police officers roaming the streets.
- Our governing officials, especially city council, needs to stop being self serving, and look at the interest of the city and residents. Too many examples of people with selfish ambition in this area.
- People need to be able to get to work & students need to be able to get to classes. Hours should be extended.
- Please spend more money to get our city streets in good condition.
- Police and fire unions have the City in a chokehold- please trim some fat. Why does Cassaday have a blog?
- Police is safety is a priority and should become a topic of discussion. You know as well as I do that Lincoln now has a gang problem and eventually it will spill into south Lincoln unless we put more effort into controlling it. Thank you for listening.
- Poor selection and needs to have fewer elements to consider
- prioritize spending on core government functions, i.e. public safety and good streets.
- Privatize ambulance service, lay off 60 firepeople and save 4 million \$ per year. Pave 98th street to allow the growth of homes east of 84 at a faster pace than currently.
- Promotion's nice but does it really help "sell" people on the community? If everything else falls into place, I question whether it's really needed. Create the environment that people want to be in and it will sell itself without all the marketing.
- Public safety is lagging behind population growth, streets could always be better, neighborhoods need to be nice in order to keep crime rates down, people want to live in them & keep Lincoln an attractive city, Lincoln needs to keep it's economic engine going and Lincoln needs to keep it's character with it's people.
- Public transit is necessary for those who are disabled, the elderly, and/or too poor to drive. We also need a grid-style bus system as it would be more efficient.

- Public transportation in this town sucks. Not sure I have a solution but that's not my department. If you rely on a bus you're stranded if it's after 730. Bringing arts and culture to Lincoln. Maintain and expand green spaces /
- Put money on environmental quality and you would get economic opportunity AKA jobs. Put money into better, more efficient public transportation / bike lanes, again, you'll get more jobs.
- Reduce overall government spending: Reduce overall government spending.
- Road conditions have degraded to poor conditions on most older roads the city maintains. Stop cheaping out on repairs and patch jobs with very limited life. Use long term replacement or repair methods - i.e. reinforced concrete. Stop cheaping out like the city did on the 14th and Superior round about. I commented before it was built that the roundabout was too small for the volume of traffic and the engineering work was polished to make it look good because that was what someone at the city wanted to see. Now it is a disfunctional monument to the cheap mode of selection. Stop allowing developers to get big tax breaks on their projects. If they can't pay for it, they don't need to be building it. Stop paying for UNLs parking and traffic issues. Hire trained and educated engineers to work run and work in the public works department, not HR bozos.
- Safety and Security are essential to a city's success! Who wants to live and work in a city full of crime?
- Safety and security for all of the residents is critical. Then we need ways for people to get around the city and a healthy environment to live in. Then we need ways for all to have opportunities to make a living wage. If all were making a living wage it would cut the health issues, but this is the next very important issue.
- Safety and security increases should be applied to community policing.
- Safety and Security is of course - Very important to any community. I do think that 54% is a bit high considering that Lincoln is a very safe place to live and work. I suggest re-appropriating some of that funding to improve economics, neighborhoods, environment and health. Funding in these areas will help diminish crime overall. /
- Since population is increasing annually by 1%, which is incremental, expenditures for Fire and Police protection needs to increase likewise. Increased population means more property tax revenue and sales tax revenue to help pay for this protection.
- Snow removal in neighborhoods is lacking. Packed snow and ice create transportation and safety issues. Would like to see improvement. / / I assume the Identity Lincoln included the ridiculous signage that was created. That was a total

waste of time and funds! / / Current wildlife populations within the city are out of control! They are destroying all types of vegetation. Homeowners need a way to eliminate some of these pests.

- Spend more of the budget on maintaining roads... Leave alternate forms of transportation such as biking out of the budget (cut 21% of the Efficient Transportation by eliminating the biking part of the budget)!
- StarTran needs to run later in the evening and all weekend. It should be changed to use the traditional "loop" system, rather than two buses going in opposite directions. We need to hire more police officers and work to combat gang violence. We need to conduct a sidewalk audit and develop a plan for making all sidewalks safe within the next 10 years (or less). Even though I'm mostly a fiscal conservative, if I'm convinced the city will undertake these goals as efficiently as possible, I'd happily pay more tax to see it happen.
- Stop taxing away our quality of life in our homes
- Streets are horrible and crime is on the rise. Neighborhoods that are older are not getting the attention they deserve. We lost several trees in the neighborhood and residents were told they would have to pay to replace them even though they were in the city right-of-way. Not the residents responsibility to pay this outrageous amount. Therefore, established trees are dwindling leaving bare neighborhoods.
- strongly recommend city mandate recycling
- Taxes are eating up the average homeowner's budget. I would like to see at least a five percent across the board spending reduction in all programs, save for Safety and Security and an increase in spending in the effort to bring more high quality jobs to Lincoln
- The chamber should do the identity Lincoln. People need to be aware of their own health not lead by government. Also close down the bars at 1 instead of 2 am. poor choice so far
- The city continues to build four lane streets south of "O" street it's way over due to look into Northeast Lincoln. 70th, 56th street open to four lane. Vine street 70th to 84th street at 25 mph. We need to move traffic in these areas. South 40th at Calvert was this way years ago and has 35 mph for years.
- The city is growing. More cops means less crime. I don't want Lincoln to turn into Omaha. Our fire department doesn't have a usable training center. Tell LPS that they need to control spending.
- The city should institute a vigorous recycling program. An educated population with high civic mindedness should not add to landfills but should recycle as much as possible.

- The downtown corridor, on O Street is an example of negligent attention to healthy environmental issues and safety and security issues. The remarkably long tandem haulers with full loads, side loaders full of extra-normal weighted loads, concrete trucks, etc travel O Street dawn to dusk. So much for the new street work done summer of 2013. Huge potholes with bricks breaking up--dangerous to car traffic. Does the wheel tax pay for this, meaning do the citizens taxes pay for the damage and subsidize the haulers and companies who make business profits using this corridor? Yes, it is a highway, but are there limits on the weight that can be carried? And what about all the diesel exhaust that pollutes the air? There is a child daycare with playground on O Street--is anyone paying attention? And all the humans and living things inhale this toxic stuff (see literature on diesel exhaust, vehicle exhaust in general). What about the noise from the haulers--remarkably noisy in the midst of workers and businesses. Not only lack of mufflers but also cargo and aging vehicles with extreme noise levels. Why not limit trucks to trucks needed to deliver to businesses, weight-limited trucks that do not tear up the streets? O Street is being used as if an interstate--and they speed, much stop and start, generate more pollution with each startup. Look at the right-most lane heading west for all the major repairs and re-repairs. If you drive an auto, you will either take the hit with your car in the pothole or get hit by the vehicle in the lane to the left. This is an eternal problem. Heavy and long haulers get priority in this town. Just increase the wheel tax or add on another fee to general citizens I guess. Also, safety wise, autos cannot see around these long and high haulers and one sees the irritation, higher risk of accidents with frustrated drivers. This is a governance accountability issue. Is the city governance so enamored with the business sector that they offer up O Street like a whore to business interests as a primary purpose for the street? It appears the downtown is all carved up with special designations--to business purposes it appears. This is short-term and very superficial, and it will come back to bite the city and governance in the future. It appears to be acceptable for the 14th & O to have designated aggression and violence. That is a symptom, not a problem. In fact, it will be infectious and extend, as there is more than one problem. These problems are complex, but again, it appears business interests get the attention and these problems are ignored. Is it violent to allow alcoholics to sleep on the street in their own excrement? Is it violent or aggressive to allow con-artists to panhandle nonverbally for a "living" as if this is legitimate? If so, why are they on specific blocks and specific benches? Is it violent to the environment for the zillion cigarette butts/ nicotine to get washed into the dirt or into the wastewater system and into the streams and water? Why are some streets downtown kept tidy with flowers and trees and others are ignored and look blighted? Favored streets. Favored businesses. If you are not going to enforce the signs for no bikes and no skateboards on the sidewalks downtown, then take them down. It just shows you don't mean what you say, which means governance is not credible, not to be

respected. With more people moving downtown, you should look at dog waste-- Q: where are people going to take their dogs? A: To the closest parcel of dirt. Not very attractive or inviting--and it may be also human waste with it. (European cities have programs - dog waste bag stations. Solutions already tested and working) The parking garages need to be assessing their stairwells and elevators on a daily basis for cleaning daily. The smell and sights are obvious. Is anyone paying attention. It seems the concern is art in public spaces, which I support wholeheartedly. But look beyond the pretty and temporary things. Safety, security, health --- get the public health dept involved in the downtown assessment. It does not seem they are at the table. Profits and business are not the end-all. Fasten your seat belts if that is the prime driver here. Identity Lincoln will take care of itself when the other measures are addressed. Economic opportunity appears to be thriving. No extra resources needed. Liveable neighborhoods would include downtown, as residential living is growing, and more with the Haymarket.

- The fact that you only spend .2% on the environment, even though it's THE ONLY ENVIRONMENT WE HAVE is horrible. Clean air = Clean hearts and minds.
- The fire department needs more stations. Areas of Lincoln are many minutes from a response from the fire department, and even farther if those nearest units are responding to a different emergency. I don't want my family to die because the city doesn't have enough resources within a reasonable distance. I will gladly pay to have that protection from the fire department.
- The largest decrease is in safety and security. Cities are struggling with the costs of public employee pensions. While this concern involves more areas than police and fire, it seems to me that in order to fund the overall needs of the city we need to look at doing something about pensions which becomes a larger problem each year.
- the only real comment I have is that the streets in Lincoln are, in general, a mess. Yes, some of them have gotten resurfaced. But there are so many that are in poor repair it is just ridiculous. Also, we continue to try to attract people to Lincoln without doing much to widen the 1953-era streets. It's amazing how quickly the whole arena project can be thrown up but basic infrastructure problems like the street situation just go on and on.
- The quality of our ecology is poor and needs to be focused on and funded for restoration.
- the roads in Lincoln need lots of help
- The sliders suck. They do not register correctly.

- The south & east beltway are huge priorities. These are the biggest limiting factors to Lincoln's mid-range prosperity in my view. A city of our size and sprawl to not have a beltway is evidence of poor planning in the past. Every effort should be made to accelerate this, as well as improve major arterial streets. The area between 70th and 84th on Old Cheney is a prime example of us lagging behind. 98th street should be paved, and there needs to be an access point to Lincoln further east than having to hit the Waverly exit and go to 84th Street. That is also ridiculous for how Lincoln's grown to the south & east. Identity Lincoln I believe is less a municipally funded activity and more something that the private sector needs to pick up. Economic Opportunity also needs to center on public/private partnership vs. a lot of additional taxpayer funds. Omaha has employed this model to their benefit and while we've gotten better in Lincoln we are still behind. Safety & security is important but rather than throw more funds toward it (which is inevitable as Lincoln grows) we should first take a bold look to ensure that it is fundamentally structured in the correct fashion for today's needs. That could include moving fire stations, shifting staffing from one area to the other, etc.
- The South and East beltways should have been built 25 years ago. Do it before I die.
- There are some really ugly neighborhoods that need restrictions and improvements. Improving Lincoln's "image" as a vibrant young town is key to attracting talent and business.
- There has been way too much spending on the downtown area of Lincoln and much more needs to be done on the residential areas of Lincoln. Downtown Lincoln only benefits the University and business. Most of the students of the University do not pay city taxes or wheel taxes for street repairs. Downtown seems to only be concerned with bars and drinking establishments which add to the police problems and alcoholism. Residential areas need street repairs and sidewalk repairs very badly. I have lived in my neighborhood for over 25 years and have never seen the street replaced and most of the sidewalks are in need of repair. O street has been redone several times in that 25 year span. / The buses for public transportation should be replaced with vans unless it is more than 30 % full. No more 1 person on a bus.
- There must be a better way to budget for road repair! Waiting 4 years for a stretch to be on the schedule to completion is sad. (I.e. south 56th south of hwy 2)
 2) Someone should go to Colorado springs to see what great roads looks like. We should also stop putting landscaping into the medians or side park ways if we have no means or intention of maintaining them...brick this section up with decorative materials. See union college between Calvert and pioneers...it starts out great, but years later the side parkways are a mess with no indication that someone is charged with taking care of them.

- This city spends entirely too much for what we get in return. Therefore, I call for an across the board 10% reduction in all spending.
- This is a nearly impossible chart to give feedback on for anyone not truly educated on what each category consists of. For instance the park by my house has turned into a mostly "long grass park" though it is full of dog walkers and kids playing all the time. Long grass parks are a great breeding place for rodents and insects and negatively impact a neighborhood, especially from a social perspective. I don't know who came up with the idea to stop mowing parks in the middle of city neighborhoods, as a way to adjust a budget. However I don't know if expanding that budget would be appropriate, considering I know nothing about where the other funds are allotted. I imagine this is the Livable Neighborhoods budget? Because not mowing our neighborhood parks seems to directly impact the livable neighborhood! I
- This is a reasonable increase to safety and security however I would recommend more. Adding an arena downtown without a healthy dose of bolstering police resources is a disaster waiting to happen. Does anyone remember the mini riot that happened earlier this year...which occurs more frequently downtown with the umpteen liquor establishments already present. You need to finally add to police resources as Casady has been requesting for 20 years.
- this is difficult, my interpretation is that these categories overlap. For example, safety and security would include LIVABLE neighborhoods, environmental quality, etc. If, in this case, safety and security refers to law enforcement then I am not sure what "livable neighborhoods" means. And if transportation is judged only on is efficiency and not its safety, it doesn't matter how efficient it is.
- This is not working, but I believe the problem lies with who is in charge of getting the message out there
- This is useless. These descriptions are so vague, there's no way I can say what should or should not be cut based on them. Sadly I'm not sure throwing more money at "accountable government" will actually help the matter. There needs to be a section that says "Stop offering pensions to new hires from now on" or "get rid of middle managers in all departments". How about "lower taxes"? This would do more to get businesses here than all of your stupid "economic opportunity" budget. Do you realize our taxes are higher than any of our neighboring states? Why the fuck should a business want to come here when we have the highest taxes?
- This page may differ from my preferences on the previous page because some things that I feel are most important are also sometimes things in which I feel we are successful. And some things that were slightly less important may still need more funding than they are given currently.

- This slider is really annoying
- Throwing money at something doesn't make it better. Changing the business model has a lot to do in the way of spending.
- TI would save in safety and security by eliminating Cassidy's position and having fewer police captains and fire captains - in other words more workers but less management.
- To be fair, lots of environmental quality spending that impacts Lincoln sits outside the city budget (like the natural resource districts). Whereas things like livable neighborhoods as to be entirely in the city budget.
- Too many firemen watching TV waiting for something to happen
- Transportation expenses should be directed to efficient roads, not bike lanes and roundabouts that don't work. Maintain and repair existing roads should be the priority
- transportation influences economics of the city and residents. If we design cities with public transportation, good walk/bike ways, then residents won't have to own a car or can do a car share. If we're not using streets as much, this saves on wear and tear and streets won't have to be maintained as much. We have to stop paving all our county roads that are not heavily used. It's not sustainable. We need to invest in livable neighborhoods, which should lower health care costs and improve the environment. If we focus on livable neighborhoods, this will help Lincoln's identity.
- Transportation is a serious issue (this is coming from an outsider perspective.) The lack of effective public transportation makes neighborhoods that are segregated from each other, harms the environment and creates traffic headaches for commuters.
- Transportation is Lincoln's biggest issue so we need to invest in that. Social spending is evidently reducing transportation funds. / / Accountable government is important. / / The thing that bothers me the most about government and I think it falls under Economic Opportunity is the fact our City is constantly going into competition with the private sector (Holmes Lake buffet rooms, Pioneer Park roads to concerts, LPS headquarters grocery store attached, and the list goes on. Government needs to do government business and let the private sector grow Lincoln in a competitive manner.
- Under environmental quality, do you include planting and pruning trees? Promoting bicycling? Adding \$\$ to the Parks Dept budget? Under livable neighborhoods, do you include extending pool, recreation centers, and library hours? Under efficient transportation, do you include helping the buses run every

day and longer hours (not everyone works 9-5, Mon-Fri)? / I would lower priorities for the categories which are doing fine as is, such as safety.

- We have a very good police and fire system which is effective. More effort to create economic growth will bring more tax revenues in the future so we can do more to promote better quality of living in the city.
- We have to get a handle on the rising crime and idiots running the streets before it is too far out of control to stop it. We need these people afraid to even come to Lincoln or remain here because of the intense law enforcement and public not willing to stand for it. / / Stop spending on fluff items. Useable, sustainable is all that is necessary. We are spending way too much money on feel good BS. You are driving people away from the county to avoid taxes.
- We lock up far too many people. We didn't need a bigger jail, we needed better diversion programs.
- We need more support for people without health insurance. I'd like more bus routes and more timely stops. I am not sure we need money to support diversity, but I'd like to see a more diverse city government, fire department, police force and so on.
- We need TAX RELIEF, not spending.
- We need to draw businesses into our city if we wish to continue to grow. I drive through Waverly all the time and ask myself why didn't Lincoln capture Tractor Supply Company, Linweld, and many of the other commercial businesses they support their city with.
- We need to invest much more in active transportation -- bicycling, walking, transit.
- We need to make some serious improvements & changes to our public transportation. Star Tran is doing what they can with the budget they've got, but it's not enough. I never use the bus because the routes/schedules aren't convenient enough to outweigh using a car. Also, our police officer-to-citizen ratio is very low compared to other cities of the same size. / / Hire more cops. Expand public transit. I'll pay more taxes.
- We need to take care of our parks. The long grass program is really the long weed program. One of the things which Lincoln used to excel at was parks. Currently instead of an attraction for new residents it is a turn off.
- Where does school spending fall in this list. It seem to be left out, why. Afraid to deal with it? School spending need to be cut by 50%.

- While the reductions and increases do not offset each other for a negative gain, it is important for a community to be a safe, clean and vibrant place to live. To continue to provide the services, it is necessary to increase city revenue through not only taxes but also increases in costs of services.
- Without a safe community, nothing else will matter.
- Would like to see smaller buses running during low rider times. Seems a waste to have a huge bus with one rider. Because some bus routes don't run at night, negates the proposition of having public transportation if a person needs a car to get to and from work in a reasonable time frame. / / Healthy and productive people support the efforts of the city and can help their neighbors.
- Yes, I am in favor of tax increases to fund the spending requests above. We need to pay for the improvements. I'm tired of the "we're already taxed to death" crowd because when you ask them for particulars all they say is "we're already taxed to death".
- you don't have to spend a bunch more, more effort and organization is needed, and creativity.
- your priorities are way out of reality. give the kids a chance, fix the parks, open the libraries, train the police to be friends not enemies. the business community has plenty of money, quit giving them more for nothing. you have excecivly low taxes, quite being political and help the community.you all have enough money in your "war chest".

SAFETY AND SECURITY (44 TOTAL)



- It is very easy to say we are not sufficiently safe. This is; however, relative. There will always be unmitigated risk so we should try to maintain this risk comparable to other Midwest cities in our size range.
- "Fast residential snow removal"? Are you kidding? Oh, I see you're not counting 2011-2013...Simply slapping some brine down and hoping for favorable weather is not an effective winter street management strategy. And how about a little enforcement of traffic infractions (speeding, running red lights, improper turns) once in a while?
- Really tired of seeing the turn lane be used as a passing lane by folks in a hurry to get someplace. Can we, as citizens, report the license plates so that those drivers can be cited? / 2. Turn the spy cameras on and give tickets to people who speed and run red lights--even if that means I get caught. / 3. Roundabout at 14th and Superior is a nightmare. I try to find other routes because it is just scary. I use the roundabouts in the rest of the city without problem. I even know that one should signal on exiting, not entering. / 4. Keep busting the meth houses and prostitution. / 5. Create meaningful jobs for youth during the summer, with education a required component. Example: learning their skills, take an assessment test, teach proper responsibilities, etc. Help them on the path to becoming good citizens. / 6. Deal with the mess at South St./S. 40th/Normal Blvd. Change the timing of the lights to avoid gridlock. / 7. Left turn signals are overdue at N. 33rd and Holdrege. Only needed in the morning and evening when UNL traffic is coming and going and computers can do that.

- antelope creek has been a monumental waste of taxpayers money for pure economic developement for the downtown area
- As far as crime, investigate crime better by taking fingerprints off of vehicles that have been broken in to. Run those fingerprints and prosecute. / / Traffic safety takes too much precedence over a good flow of traffic. The traffic signal schedules are a pathetic joke. Why should 10 vehicles sit waiting for a traffic light while no vehicles go through from the other direction. Fire the traffic engineers and start over. / / Lastly, get out of the stupid roundabout business. The City has totally failed to listen to those of us that hate roundabouts. We do not care if it is fashionable or they use them in Europe or back East. Separate traffic with a cloverleaf design or comparable methods. Keep the traffic flowing. Fire any traffic engineer that continues to tout roundabouts. It is a major source of frustration between many of the taxpayers and the City. We can do better.
- As I've mentioned. I'm concerned about speeding - especially in residential neighborhoods, distracted drivers using mobile devices, and people ignoring people in crosswalks and running red lights.
- As mentioned before, red light runners ought to be photographed and ticketed accordingly. Forget the privacy arguments. When one is driving one is out in public.
- conviction rate is not necessarily indicative of anything - it could simply mean only the clearest cases were taken to court. / / Lincoln's crime rate seems to be increasing. More resources should be spent to combat these issues.
- For minor traffic accidents often way to many responders. Lots of people just standing around.
- Get a handle on this rising crime. No toleration for these idiots should be given.
- Get rid of the roundabouts! Why can't the city learn that they are dangerous and don't work!
- Having been a victim and also knowing persons of theft (burglary, break & entering or similar types of crimes) a 27% clearance rate is not acceptable. And it would be not acceptable to you if you were the victim. The problem is LPD does not have enough officers to investigate the crime and LPD will not investigate (as opposed to report) unless it crosses a certain, unpublished dollar threshold. I know persons that will not bother to report theft because they know nothing will come from it so LPD's low rate of burglary is false.
- Hire educated and trained engineers / scientist for the public works department, not politcos. Stop using opinon polls, mayors friends and devlopers to select public works projects and priorities

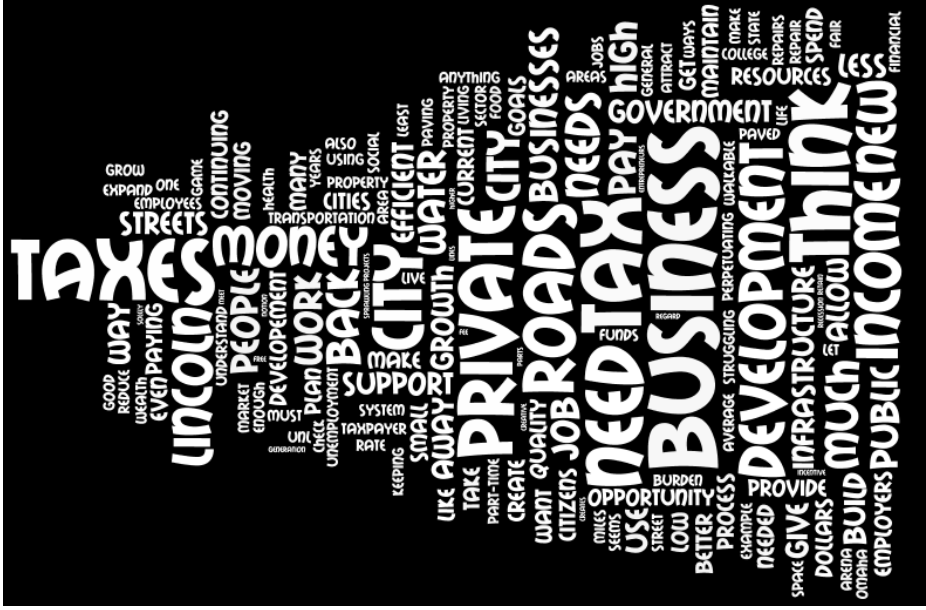
- I have a great deal of respect for both police and fire departments in Lincoln. They have always been professional when I've needed to contact them. / / I have my doubts about the multi-lane roundabouts. I've driven through the one at 14th & Superior and find it confusing when I want to make a turn rather than driving straight ahead. Hopefully the Warlick Avenue exchange will be handled differently.
- I think the city should continue to do more to streamline fire department emergency responses. When 911 is not reporting a fire call, fire trucks should not be sent as additional vehicles when an EMS team responds. Fire trucks and fire fighters should be reserved for fire fighting to reduce the overall need for firefighters on duty and save on any overtime, and unnecessary wear and tear and traffic snarls when fire trucks are traveling. I would venture that very few calls for emergency medical services involve a fire.
- I would love to see more activities for younger children.
- I'd maintain current support, to maintain the same goals for next year.
- I'm happy to see that Lincoln is meeting its goals for snow removal on residential streets; however, since I've been here (2010), while snow has, in fact, been promptly removed from my street, the street has been glazed for days or weeks with ice on several occasions. / We are fortunate to have a low crime rate compared with comparably-sized cities, but I would not relax vigilance, as there seems to be a perpetual undercurrent of fairly low-level crime (convenience store robberies, burglaries, beatings, etc.)
- In regard to low crime rate: My guess is, that the city wastes money on extra police officers, high-tech and paramilitary equipment. I believe a more effective method would be for officers to get out of their cars and actually engage the citizenry in a positive manner. What happened to "Protect and Serve?" A lot of money was just wasted on the new jail west of town and I don't think we should rush to try to fill it. Victimless crimes should be met with other alternatives.
- Keeping drunk drivers off the road is a great thing. But do we really need 2-4 police for 1 car or person when pulled over. I talked to police and he told me they do that in case there is some false statement made by them they have witnesses to back there lies up. Also does it take 10+ police to investigate crimes. Such as holdups, thefts. We need to crack down on drug dealers. When drinking and driving is a major crime. Why is selling drugs lesser punishment?
- Lincoln needs to fund its public safety a bit more in order to keep up with city growth. Fire and rescue needs more fire stations - which budgeted in future budgets (fire team relocations to new stations at least) but still needs to be shored up. The number of police in Lincoln per 1,000 is low compared to peer cities and

- needs to keep up with city growth. ...and please, put more motor officers out there - they are a lot more stealth and fuel efficient compared to regular cruisers.
- More child programs should reduce crime but I want criminals behind bars not on the street, ever.
 - Not much change in the safety & security but I would like to see the city provide more training to city employees when it comes to first aid, CPR and AED training. A majority of the city employees are not trained espically employees that have a daily job where they interact with the public- Libraries, Recreation centers.
 - Not sure where to increase costs. Almost all goals are being met so maybe no cost increase is needed. The fire fighter union has a negative impression on me so would think that they could do their job with the arrangement that has been made. However, if it is due to Lincoln's growth then I would expect service locations be adjusted/added as is economically fitting but that the union stop being so excessively demanding of benefits.
 - Opening the arena and West Haymarket puts new pressures on LPD and LFR. Private security or off duty officers should be used as much as possible to allow LPD to use its resources in the most efficient way possible.
 - police dont catch any criminals unless it falls into thier laps.....they dont investigat break ins, or vandalism cases... / they dont even try.....arrest dwi's and speeders.....
 - Re "fast" residential snow removal - I note the target date range is 2002 to 2010. Response the past two winters was abysmal! I would like to see the snow (and ice) removal stats for 2011 and 2012.
 - Regarding the firefighter travel time. I have witnessed that traffic is an issue and people don't get out of the way for emergency vehicles. I believe the City should create stiffer penalties for noncompliance of drivers who do not yield the right of way to emergency vehicles.
 - Residential snow removal should not be considered a "met" goal.
 - Safety should be the cities top priority. However, I don't like how the survey stereotypes teenagers in thinking that if they don't have something to do, that they will just naturally commit crimes. Where is the data on how having more youth activities (provided by the city) creates less youth criminals?
 - See comment about decriminalizing marijuana. We spend too much time and money trying to catch and prosecute things that can be done legally in other states.
 - shooting and killing is on a rise in Lincoln.....gang activities is my main cocern

- Snow removal on residential streets is atrocious. It should not take 48 hours to clear streets after a moderate (<6 inch) snowfall. The use of graders on streets to remove snow is inefficient and leads to ice accumulation. I've lived in 5 cities and only Chapel Hill/Durham NC had worse snow removal. / / Given the density of the population, I am shocked by the level of fireworks permitted within the city for July 4. These are a safety and fire hazard. Looks at cities of comparable size OUTSIDE of Nebraska and you will find most types of fireworks are prohibited. The danger to person and property in such a densely populated area is too much. Prohibitions COULD be enforced if the city chose to do so--until it does, I will pray that my house does not catch fire from other's carelessness.
- SOUTH AND EAST BELTWAY. I like the idea because I use the west beltway often and love it; however, there really hasn't been much development along that stretch. Even I-80 has been underutilized for decades. If just getting the semis to go around the city is the goal then I don't think it's a wise investment. If you travel through York, NE the bypass on the west side of town is nice but it's a lot of road for the little bit of traffic that travels it and it actually takes travelers away from the city and possible economic opportunity.
- The 14th & Superior round about was a mistake! I live in the Highlands and I will go out of my way NOT to go through that intersection! I get on the interstate to get to the stores at 27th & Superior! I went to the community meetings that were held "before" the decision was supposedly made. The majority of citizens that attended did not want it and there were a lot of us there! You get what you pay for and we got a HUGE blunder!!!! I am so grateful that I do not have a child that has to walk through the tunnel. The City of Lincoln let the citizens of Lincoln down when the round about was installed! I understand accidents are up and whoever or whatever "consultant" made the decision to put a round about at 14th & Superior should find another career that does not impact public safety.
- The answer to every intersection issue is not another round-about
- The crime in north Lincoln is embarrassing. Please make it a priority for this city.
- The fire department is doing an exceptional job with the resources available. Yet, the city is leaving many citizens vulnerable to an extreme response time if the nearest resources are currently unavailable for any number of reasons. I would like to see an increase in resources throughout the city and 2-3 new stations built to protect those citizens furthest away from a station. I would be very will to pay to have these services available to me if my family would need them.
- The maintain low crime rate is being falsified. For a city this size the amount of shootings, drunken driving incidences is not being measured correctly. If 5 of 5 were met your goals were off OR something did not get put into your system and was swept under the rug. In regards to incident management and time frame - it

could be better as far as time is concerned and as far as management well when you leave the citizens to do the investigating that gives some officers a lot of free time to "manage" incidences. They are handing off work.

- We absolutely need to invest in the future of our young people every day in order to keep Lincoln a great place to live long term.
- We need more police and we need more effective police. I get tired of reading "police have no suspects" when the Journal Star reports on a robbery. I don't feel unsafe in Lincoln, but I do worry about theft. I didn't used to worry about that at all. Now I think twice before leaving my windows open at night. It seems like there has been an increase in theft and nonviolent crimes. Not sure how the city has met all of its goals in terms of crime rates? I guess I don't look at the actual figures, but I've seen and heard about thefts in the past year that I would have never worried about before.
- with all the new businesses and activities downtown/Haymarket...what does the City plan to do to keep ALL those people safe? Traffic, Alcohol (people walking around outside with alcohol) / What is the plan for the first time that the Arena has an activity the same day/evening as a Nebraska football game...sounds like a nightmare to me, to get all those people into Downtown, parked, into and out of their activities...then those that stay downtown to dine, party...HMMMMMM.
- Working downtown, I see and outrageous number of red-light running vehicles between 9th and 17th and O St. in Particular some of these vehicles are large trucks. I've very concerned with this as during the work week there are more and more pedestrians crossing O St. Additionally, I believe there needs to be additional enforcement of bicycle riders riding on downtown city sidewalks where it is prohibited.
- Youth programs should be supported by private funding as much as possible.



- I feel like the city invests too much of my taxpayer dollars to supplement private business. We also give too many tax breaks for private business (Can you say Walmart) and invest too much in infrastructure that the business should be paying for.
- I see many of these goals as being private sector goals. I understand the whole "development" and "incentives" process, but I think it's terrible. Companies have more than enough money to expand and grow on their own WITHOUT taxpayer support. The arena is different. I support public dollars for public venues. I do not support public dollars for private development. I would willingly pay more tax if I was convinced the funds were being used for a vital purpose (safety, infrastructure, SIDEWALKS!!) but not just for "general operations".
- I think growth and business should mostly pay for itself. Growth definitely is not paying for itself. As I said before paving roads all over isn't sustainable. If people want to have paved roads and live on the outskirts, they should pay for it as early residents did when streets were paved. I do think we should, if possible provide some incentive for small business expansion, these are the people that give back to the community--not the Walmarts, Marriotts and Embassy Suites.
- I think people in the future are going to be more interested in having walkable/bicycle friendly cities that allow them to go about their business with less of a dependence on cars. By aiming to build roads where they are not necessarily needed, we are perpetuating the phenomenon of increasingly unwanted suburban sprawl, and also perpetuating a culture that doesn't think

creatively about using the cities space and resources. We should be trying to think of new ways to use space that do not require continuing to build more sprawling expanses of pavement (although obviously, some new roads will be and are necessary - I'm not advocating for cutting off building new roads entirely). We need to be thinking of innovative new ways to use abandoned lots, or to reconvert or revitalize underutilized parts of town, rather than continuing to build outward or add lanes to existing streets, which only makes things less walkable.

- I think we need to have a better plan for ensuring potable water for Lincoln over the long run, especially if we are forecast to be a drought area for the next 100 years. I do not think we need to spend as much on new roads as we do on keeping current roads in repair.
- If it equals prosperity for all of our citizens, then it's worth looking into.
- I'm curious how the city would plan to provide income growth for "all" of its citizens (or even the majority of its citizens). I would like to hear more about this, as it seems an impossible goal. I personally think that the best way to "grow" a person's direct income is to reduce their taxes, particularly income and property taxes. I work a full-time job and a part-time job to make ends meet, and reducing taxes in these areas, even by a small percentage, might allow me to quit my part-time job (or at least reduce my hours). That in turn would allow me to live a healthier and more balanced life (therefore, impacting the city's health goals).
- In my opinion, the City of Lincoln seems to give money away on a continuing basis. Perhaps I do not understand - the City buys properties and practically gives it away to a private investor. It appears we have a lot of TIF money that we cannot spend fast enough! I am so tired of hearing about private businesses struggling and LIBA is their enforcer! I have a college degree, but I do not have a "high average income". Businesses cry about not getting everything they want, but they certainly do not share the profits with their employees! Low unemployment rate - Lincoln businesses seem to prey on college students and those that have unfortunate health issues who need a job and do whatever they can to survive. For some of them, their wages are so low they work more than one job. How sad! Economic Development takes us through the financial ringer! How much money does the City have to give away to be "competitive" or "not be embarrassed" because we do not have the state of art equipment that other businesses or schools have. /
- In regard to taxes: Taxes are important to maintain the quality of life we expect from this city, however we must make sure we don't put an extra burden on those who are already struggling to deal with a minimal exsistance.
- Its not the cities business to select, train or maintain private employers emplotyees. Revise the food handling permit requiriements forcing all employees

of food related businesses to take the city training / certification course. Make the private development process fair and open to ALL business or persons. Eliminate closed sessions of the city council and planning board.

- Less taxes create opportunity. The name on my check isn't City of Lincoln. The only thing the government does to my check is take money. Grow GREAT business or people will start moving out and we will become a small Detroit.
- Lincoln has over 100 miles of old (80 years of older) water and sewer lines and there should be a replacement of 10 miles per year. Impact Fees must be increased so the City can afford to do both rebuild the current water line and provide water to new developments.
- Lincoln is very successful with low unemployment and quality of life...let's make it even better by investing for the success of businesses included efficient & timely processing of permits/applications.
- More work needs to be done on streets!
- Property taxes are excessive. My wife and I moved to Lincoln, Nebraska after living in Washington DC and Boston MA for over a decade. After moving here, our income has been cut by more than 50% but our overall effective tax rate is about 10-15% higher taking into account property taxes. With such low income opportunities and high taxes, there is not much of an inducement for us to continue living here and will most likely be moving back to the East Coast soon.
- Property taxes are too high now. Raise sales taxes if anything because that is the only somewhat fair tax. / / Regarding income growth, let the free enterprise system work and get out of the way. / / If skill development means more social programs then back away on spending. Work on social ethics and improving classroom order. We have a failed generation under 30 that does not listen or know how to work. That reflects back to our current policies. / / Streets need at least double the financial support. Wastewater and water systems have their own tax revenue that needs to match needed repairs, so don't get too creative with giving increases unless they are justified. / / Again, the City needs to get out of competing with the private sector and concentrate solely on City functions. / /
- Reduce the burden of government regulation on business. Get out of the way of entrepreneurs and let people create wealth. Government consumes resources and is a zero- or negative-sum game. The market creates wealth and is a positive-sum game. Hamiltonian mercantilism is not "pro-business." It is pro-government.
- Roads have to be maintained but a more efficient way of fixing them is needed. It should not take over 2 months to fix 1/4 mile of road.

- Stop using my tax money for projects such as the arena and anything like the Innovation Campus. Add the UNL on to your better keep two eyes on these boys list.
- The City needs to focus more on private development, not government development. One example: Where are the business that were supposed to flock to Antelope Valley?
- The City should spend less money on streets and roads and more on public transportation and shared use vehicles. Omaha provides a good example on public transportation.
- the tax base needs to be broadened. development east of 84th street esp. paving 98th street will allow residential development to occur which will bring about business development to that area. too many tax resources are being spent downtown.
- to build and maintain roads and infrastructure is a core value of government. it is what the city should be focused on. / /
- We had to move to Texas when we graduated from UNL because they were one of the few places that had opportunity during the recession. We didn't want to leave but had to. Now that we are back we fortunately have found opportunity back here but we are passionate about keeping Nebraskans here. We need more high paying jobs in science, technology, engineering and math (STEM) so we aren't losing our educated graduates to other states.
- We need more funds to address these areas. Rather than a general tax increase, I suggest a broadening of the impact fee notion, so that more than new construction is contributing to the costs of infrastructure.
- We need to create economic growth. Using the state average is a poor measure. Compare us to Omaha or Des Moines and implement a plan that will attract good employers to locate and expand here. / / We need less taxes. Why do we tax cell phones so much? Make company's pay high occupation tax, franchise fees, etc. which are passed on to the consumer affecting the price of the final product or service. Could these be reasons we lose the competition to attract and retain quality employers? I do. / / The sidewalk repair system needs revisited. Who owns it? Who paid for it to be installed? Who maintains it? Who should pay for repairs?
- We need to think smartly about infill development and more efficient land use. Design walkable, livable neighborhoods.

- Who wouldn't be for making development process predictable and more efficient? / I think that the market will handle the linking of workers with jobs and the level of income.

getting order in the classrooms and teachers that can teach. I went to a country school taught by one teacher that taught 25 students. Believe me when I say there was order. We learned many things including how to read and respect. That's the problem society faces. Accept that fact and move towards making changes in those areas.

- All these issues are critically important, but not necessarily areas where City spending gains much return. My priorities are largely a reflection of suggested changes in City spending, not overall importance!
- At some point in time, the citizens of not only Lincoln, NE but also the United States need to be responsible for their decisions. There are people that need help and then there are those that abuse the system. How can so many children not have food or school supplies? Where are the parents that brought the child into this world? If they can drink, smoke, do drugs, have smart phones (a plain old cell phone costs much less), manicures or other discretionary items, they should be using that money to care for themselves and their family. I feel we have become of country encouraging people to be dependent on the government and charities! The elderly may not be able to work any more, so I see a need to keep them healthy and involved. Parents and their children need to take responsibility of their actions. I realize that not everyone falls into a slot, but perhaps the charities and the government should work together and have all the monies combined. Perhaps we would be able to determine those individuals that are using the system. Maybe all the charities and the government could create and require those on any type of assistance to attend classes to teach them what they need to do and achieve to be successful!!!!
- Better school lunches will only lead to better scores and healthier children which will in turn save the city money in health care long-term. French Fry s are not a vegetable.
- Dental and medical care are outrageously expensive. I don't know how to make this possible but I would like to see all doctors and dentists have to perform volunteer service as a condition of maintaining a license to practice. Maybe 5% of their billable hours or so.
- don't force people to be healthy it is their choice though you should help veterans and older adults
- I am not supportive of giving medical benefits or any other kind to those who have broken the law by coming into the country without permission by the U.S. government. As a former interpreter I have seen that undocumented persons receive many more benefits than those who are legal citizens. This creates resentment and frustration especially regarding budgetary issues.

- I don't advocate eliminating welfare subsidies all at once, but the city could do a lot of good by weaning people off of the dole eventually, and then in turn give that money back to the taxpayer.
- I don't feel it's the government's place to stop smoking or encourage weight loss. Those are individual choices.
- I don't know what you mean by "vulnerable populations" is that sick, injured, disabled or lazy welfare system abusers. Take care of the sick and injured but kick welfare abusers out of our town our community doesn't need riff-raff. Give a man a fish and he eats for a day teach a man to fish and he eats for life. Need to improve reading programs too many children don't know the difference between "Knowing their shit and knowing they're shit." Besides that I don't like funding empty things and the libraries are too empty, FIX IT.
- I HAVE 2 CHILDREN 26 AND 28 WHO CANNOT BE COVERED UNDER ANY HEALTH CARE. WE NEED TO HELP THESE KIDS WHO ARE NOT DOING ANYTHING WRONG AND PROTECT THEIR WELL BEING.
- Increased quality childcare is a critical component in meeting all of the identified indicators. As a community we must make sure that quality childcare is available to all families.
- Individuals should seek to better themselves for their own benefit and not rely on city government. The schools can teach kids.
- It is too bad the city has to worry about these health care problems. We should expand medicare for everyone of all ages and incomes!
- It seems that working folks are disadvantaged, sometimes cannot take advantage of certain public programs, but I see too, too many abusers - people who feel entitled to and continue to abuse the system, and do not take the initiative to actively participate and give back, and do their fair share. (I am sure that I sound like a privileged white male right now, but this is how I perceive it to be, right or wrong). Those who try to work within the system find it very hard to gain a foothold, to achieve "upward mobility". It is easy to fall into the trap of hopelessness, when the choices and options are not real to us. There is a certain denial of reality in some of these hopeful strivers - it seems that we may never actually make it, as we are "nickel and dimed" to death, and our "real wages" and our effective buying power continue to stagnate or dwindle in the face of increasing costs and consumerism of everything from food to non-necessity consumer goods. / / And yet, there are so many who somehow game the system, and take whatever they can, and don't contribute back by working, and flaunt their cars and vacations and frivolities. Granted, they likely will be looking at grim

retirement prospects in the future -- but the working stiffs aren't much better off with their measly 401k's and paltry employer matched funds. / / How can we continue to offer a safety net, and a path to self-sustaining self-sufficiency, without breaking the bank, and balance that with ACCOUNTABILITY and reciprocal contribution from those who would take advantage of the system? I think that we are setting up and perpetuating a cycle, and we will be dumping truckloads of money into supporting them in nursing homes, supporting their poor health, their medical management, because we didn't incentivise (or force) them to be accountable and to take control of their lives! Without any hope for anything better, it is understandable why so many might give up, or find it more appealing to game the system. But what of the future? what of their long-term longevity, sustainability, and viability? I have much the same view of their financial, health, and lifestyle management as I hold for our community -- invest, work, and empower your resources for future success - STOP enabling destructive, lazy behaviour!!!

- It should not be a city priority to keep people in their homes later in life. That is a personal issue and not one the city should have any role in. / / Lincoln's first priority in this category should be to repair the sidewalks. Otherwise many of these goal areas are personal issues of residents and not issues within the purview of city government. / / i do not want the city to take any efforts to influence my eating habits. If I want to eat a double baconater I will, if I want to eat only home grown fresh garden produce I will.
- Lincoln's traditional mall and suburb plan does not support an active lifestyle. You have to drive to get out of your neighbor hood and drive to get the shopping centers. Corner stores in older neighbors have gone the way of the buffalo. Bike trails are lovely but don't generally get you where you need to go- good for recreation but not daily life. maybe something like village gardens will change the trend, but it's only a small start.
- Maintaining standards of community healthiness is important. The city and the county share in this duty but much of the work is actually performed by our great army of non-profits in Lincoln.
- Many of these goals duplicate public school, state and federal programs.
- People need to be more self sufficient, but those with mental health conditions do need support but not a "crutch". Those of all ages need to be more responsible for their own outcome and not have "everything" given to them, IE: the back pack program is wonderful, but when the parent take the kids to a movie-popcorn and smoke and drink, then they can pay for food first. The parents need a class in economics before the food programs and back programs are offered to the family.

- People should be more responsible for themselves and not rely so much on the government.
- Private support...not govt
- Promoting alternative transportation, like biking and walking (even combined with busing), also serves to promote active lifestyles, safer neighborhoods, and improve resident health as a whole.
- Sidewalk maintenance in this city needs to be a priority. / / Please ban city workers from smoking on the job. I recently watched a Lincoln Parks tree trimming crew repeatedly smoke and discard butts into the tree lawn. Not only is this unsightly and unsanitary, it is dangerous during drought!
- Sidewalk repairs are in desperate need of getting done. I'm tired of seeing it continually being put off. Health care is increasingly becoming very expensive and would like to see the city continue to help those get connected to services.
- Smoking and obesity are personal health issues that the government shouldn't be controlling or spending tax money on. / / The overall wait times at the public library may meet the overall wait goal of less than 15 min. There are fewer computers available at Anderson library and more people in need of using them. They often wait up to an hour during busy times.
- Smoking ban has been a continual success. Promote the biking and trails to get people driving less if possible. More sidewalks. Promote Obamacare options and how to enroll in programs so that people know what they need to do to get the insurance and service coverage they need. Less fat people means more healthy people. Shame them if necessary.
- Stop importing foreign refugees for their federal benefits.
- The City needs to increase its support for minority and elderly populations and their health. For example, the Aging Partners Fitness Center should be expanded to include access by Native Americans.
- The city should stop bringing in immigrants who are not self-sufficient.
- The city spends and wastes way too much money for these items. These are all best served by non-profit entities and should not be goals of the city. The city should not be involved in the above items.
- Use this money for Tax Relief.
- We need to print all forms, booklets etc, in ENGLISH only. Foreigners need to learn our language, not us cater to them. No public financial support for illegals, like SS or ADC or welfare

- You cannot help the poor by destroying the rich. / You cannot strengthen the weak by weakening the strong. / You cannot bring about prosperity by discouraging thrift. / You cannot lift the wage earner up by pulling the wage payer down. / You cannot further the brotherhood of man by inciting class hatred. / You cannot build character and courage by taking away people's initiative and independence. / You cannot help people permanently by doing for them, what they could and should do for themselves. /

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blaring music and disturbing the peace? in my neighborhood the driver will enter an intersection, back up and then make a turn, he will also pull over, taking up parking space and partially blocking the street just to talk with his friends. And, in over five years, I have never seen a sale of his product, "ice cream" They are ugly, noisy, a safety hazard and should be outlawed. If you insist on having them, send to the ball parks, let them park and sell their "ice cream".

- Allow people to carry guns for their personal safety. Then, if someone is about to be robbed, mugged, or hurt in any way, they should be allowed to shoot the person without having to worry about going to jail. If a decent, good, hard working person is minding his/her own business, and is attacked without provocation, then that person should be allowed to defend themselves without going to jail. Our city is not safe. Everyday, there are news stories about people being victims of attacks. Omaha is horrible. We as citizens should not have to worry. We also need to have more police officers patrolling our neighborhoods.
- bookmobile circulation should not be a goal - more and more distribution of books should be done electronically. Investment should be made in updating Lincoln Libraries online library than driving around books. / / Lincoln should balance its goal of a high number of parks with the quality of those parks. Lincoln has several small desolate and dreary concrete parks that it could get rid of and funnel those resources into better maintained and aesthetically pleasing parks. / / The city should not be controlling the cost of housing. Let the market dictate housing costs. / / I don't know what role the city plays in decreasing the number of dog bites or why they should. I understand the city working to keep stray animals from becoming a nuisance but not what the city does to calm aggressive dogs. this should not be a priority / / reducing neighborhood disorder seems to be an item already accounted for in the public safety budget. I would not provide for it twice.
- Could we have one of two good north south and east west routes - go back to timed lights? Explain why we have all these cameras that don't seem to be engaged? If we want fuel savings, shouldn't we encourage drivers who drive the speed limit on major routes to not have to stop?
- DO NOT need more infill/density. Need to provide services and policies that support the ongoing investment by single-family homeowners in existing neighborhoods.
- Encourage development but not at the expense of homeowners. There are not enough safeguards for homeowners from overdevelopment.
- Financially support the development of safe, decent, sanitary and affordable rental housing for families, seniors and persons with disabilities

- Funding is needed to increase homeowner occupancy in core neighborhood houseing.
- Having great neighborhoods, trees, parks, great libraries, places to go, and being clean and safe translates into places where young and healthy people want to live and travel to. Lincoln needs the young and healthy to keep it moving forward. We may also consider a program where we send our old and unhealthy to North Platte and other horrible western communities which are already dying, as they should.
- Having strong libraries in Lincoln is extremely important to me.
- Housing projects are slums and that is the last thing lincoln needs. Allow the free market to take care of affordable and then regulate the market if they maintain slums and not good housing. I like the parks children need a place to be seen and these are great places to make it happen and maybe create opportunities for them to meet in a positive way the authority figures in our community. If they are loitering in a park we know that their there and not in a basement that is who knows where. Police need to be more visible in a good way.
- I already addressed my feelings about park mowing. I do think new trees need more watering and pruning is needed which in turn means Parks and Rec needs more funding. They are responsible for Wilderness Park and Pioneers as well. Somehow we need to change the city's belief that planting neighborhoods, streets with one kind of tree is a good thing. This encourage uniformity, spread of disease. It would also be good if the city would plant more native trees as well as trees that are more drought resistant.
- I am a library user and I have no idea when or where the book mobile shows up. It could get some publicity. / / City needs to maintain street trees (and sidewalks). It's a public safety issue.
- I disagree with the diverse housing in the neighborhoods. You have proven that only brings the trash nd crime rates up in those areas. The residents with pride are losing. And we have no voice anymore.
- I do not advocate cutting spending for these interests. I think that our city has made some good progress in some of these areas, and we can continue to do so. Particularly in logistics - getting people safely and happily to the events, locations, and venues.
- I don't really understand the first goal. Again, not sure if that's a "public" function. I'm lumping my advocacy for sidewalks in to the "safe, attractive, clean" goal. Also, I think the way south Lincoln has been developed is a mess. I do NOT support housing mixed in with retail, or at least not with big box retail. It looks like a huge mess. I would never want to live next to a Wal-Mart, Target or Kohls.

I have a hard time feeling sorry for the McMansion crowd that built in South Lincoln, but I understand their angst about the new Wal-Mart that just opened. Retail of that type should be cloistered in a separate area. It makes the neighborhoods seem choppy, rather than unified.

- I don't see the importance of spending alot on transportation changes as people will find a way to get where they need to go.
- I object to the placement and number of trees being planted with 2forTrees / seems wasteful to put a tree (in the parkway) next to a tree already planted on property; also they are too close together / I see this especially on North 27; Superior to FolksWay
- I would have ranked Livable Neighborhoods much higher on the scale had I known what criterion falls under it. Increase the maintenance of parks, primarily Wilderness as there are fallen trees that obstruct paths. Encourage volunteers to continue their job with reimbursement of some sort for their time. Our parks are the backbone of Lincoln, and green space means the world to most Lincolniters.
- I would like to have the parks mowed much more frequently than they are now. If we cannot afford to take care of the parks we have now, we do not need any more parks. It is disgusting to see the tall grass and weeds. How are the kids suppose to play in the park if it is not mowed on a regular basis. We need to work harder at taking care of what we have before we take on any more!!!! Snow removal is also extremely important to me. This last winter went well and I hope that continues!
- I'm so happy that we kept some of our smaller libraries! Thank you! / / The water fountain in Antelope Valley needs adjusting for safety for allowing kids to play in it. The fake rocks and tree trunk need removed to be replaced by real ones. / / If new play grounds are added, please consider natural building materials instead of plastic. The brightly colored plastics are an eyesore and not in harmony with nature. / / The tree pruning that happens in this city is horrible. The center of trees are butchered to look like awkward "V"s and it makes me embarrassed to live here. It would be better to remove the tree entirely and plant a smaller Red Bud to not interfere with electric lines. / / Regarding park maintenance, how about declaring a "Dandelion War" each spring with teams competing to see who can bag the most weeds with roots? It would encourage community festivity and be better than putting chemicals on the grass where our children play! / / Restoring the beauty and class of older homes should be rewarded and new construction should be sustainable and not cheap "Barbie" buildings. Please encourage the restoration of our core! / / Our police are awesome! They do respond quickly and respectfully to the core where we live. I do feel safe with our force.

- In my observations, the best opportunity, currently, to create more liveable neighborhoods, would be to increase safety. / / Traffic issues (speeding, crosswalk non-compliance, use of mobile devices, using neighborhood streets as shortcuts to busy arterials, and late traffic signal issues), along with violent crime prevention, are the biggest issues I see. An increase in police presence should help in make my neighborhood more liveable. / / There are many community activities in Lincoln, and many private and not-for-profit agencies do a lot of great things. The city is doing well in this arena. Very well in fact. So, maybe funds could be shifted to public safety.
- In regard to neighborhood safety: I believe police officers should spend less time in their cars and more time walking in neighborhoods, engaging in a positive manner with the citizenry.
- Let's invest more in our parks. To have better use we need to maintain them more. It's also an investment for our future and I don't like us being short sighted in its value.
- Lincoln should provide more playground equipment and access for the disabled/handicapped.
- Maintaining our tree infrastructure [Lincoln's urban forest] needs to be systematic and prioritized on a continuous basis. Mowing our parks has received greater attention then maintaining our trees [pruning] and the tree pruning cycle keeps increasing. This creates more dead, dying declining and dangerous trees,resulting in greater tree mortality,more tree damage during storms, increased costs, lost of economic and environmental benefits that trees provide, and causing public safety concerns regarding hazardous trees.Numerous studies have been done showing that a 10 year systematic tree pruning/maintenance cycle is the most cost - efficient management program and that taxpayer dollars are spent sustaining and enhancing tree benefits, which means the tax dollars spent are paid back with numerous benefits [reduction in cooling and heating energy costs; less storm - water runoff; more livable neighborhoods and profitable business districts; less crime; increased resale value of residential properties; less air pollution and better air quality; extended lifespan of asphalt streets shaded by trees; greater community pride and economic development; tree benefits increase as they mature and grow in size - only component of our City's infrastructure that increases in value instead of depreciates over time].
- MOW THE PARKS!!!!
- Need better sidewalk repair
- Never see real progress comparable to taxes

- Parks & Rec was defunded for years and now replanting street trees, park maintenance is really behind. Although, mowing, tree trimming and replanting has greatly increased in recently and that's been great.
- Part of revitalizing older neighborhoods is addressing the utility costs of living in older homes. CLEAN contracts and increased support for the LES SEP could help people afford to stay in and maintain their homes. Particular attention needs to be paid to landlords, who often have little to no incentive to properly maintain their rental properties, especially in terms of energy efficiency.
- Plant trees that do not interfere with sewer systems. Mow parks on a weekly bases. Find volunteers to do the park mowing since the city can't seem to get to it. Perhaps the neighborhood associations could take care of each of their own parks to help save some money and if they don't then fine the association. Most neighborhood association charge for membership so there is money.
- Providing livable neighborhoods is very important, particularly to the core of the city and to certain other communities like Havelock, Uni Place, and Airpark.
- Show your serious by getting a federal task force to bust up some dope rings in the city.
- SIDEWALK REPAIR! I'm disappointed at the city for not repairing the backlog of sidewalk repairs that the voters of Lincoln approved several years ago. The city has failed to maintain an adequate budget to repair sidewalks however finds funding to support projects like improving private property at 13th and P St. Where is the city's responsibility in this area? How about a bond issue that will pass? This is it.
- Speedy police response time makes me feel less safe, not more safe. I feel more safe when armed thugs in their official gang uniforms stay out of my neighborhood. I feel less safe when I see police prowling in my neighborhood, looking for prospective victims. I will protect myself and my own family my way, thank you very much.
- Stop sprawling development. Provide incentives for infill development. Reduce tax rates for older neighborhoods near the core of the city. Older houses in these neighborhoods require substantial funds for rehab and upkeep and lower taxes would be a strong incentive for folks to live in these close-in neighborhoods and maintain their homes. More people living in these neighborhoods would reduce traffic and put less pressure on infrastructure compared to folks that live further out -- more biking/walking and less driving.
- Street trees have a huge number of benefits that affect many categories, including stormwater capture, noise reduction, energy use reduction, psychological benefits, pollution reduction, crime reduction and improved aesthetics. But the city is

falling short on taking advantage of these benefits...the city is not planting enough trees, many of the trees they are planting are columnar trees that have far fewer benefits than a typical large maturing shade tree, and the trees they are planting aren't receiving enough care. I don't entirely fault the Parks dept. because they have a limited budget, but I'm assuming they are the ones making the choice to go with columnar trees.

- The City seems to be overloaded when it comes to ensuring the developers are keeping with regulations and contractual agreements.
- the money never goes to the neighborhoods that really need it.
- The more public spaces, the better!
- The near south neighborhood needs better housing. The city should tear down some of the older, unsafe housing in that area and encourage new apartment buildings or brownstones to be built. Star Tran is a vital resource to the city. We use it every weekday to get to work and go downtown. We'd love to see longer hours for the bus.
- The public transportation buses are too big. Get smaller busses that maneuver better and get 2 to 3 miles per gallon better mileage. Listen to your bus drivers and follow their recommendations. / / Regarding housing and revitalizing neighborhoods, the City should quit purchasing houses and knocking them down to help the poor. The City has overstepped their role. Let private enterprise take care of that. Quit making Lincoln so welcoming in bringing in those in the poverty sector that have ruined cities like Detroit.
- There are several areas of Lincoln which are not safe to visit alone at night. I think there has been a marked decline in the effectiveness of law enforcement in our community. Although prices for houses reflect a lower-earning tax base in many areas of town, the stagnation of lower-middle class earnings makes this meaningless.
- Too many low priority areas near downtown..areas close to the capitol and near city hall and park school - people refer to this part of town as "slums"
- Too much TIF money Too much money for downtown More and bigger movie theatres in outlying areas Need lots of street repair
- Tree pruning and bad sidewalks are a real problem.
- what does the city have to do with housing prices? That's the market's job.
- What this doesn't tell me is what steps are being taken to demonstrate to citizens that Lincoln IS, in fact, being developed in a planned and organized way. I believe

this statement to be true, but how are we demonstrating it to the 30-some% that disagree?

- With respect to the goals, they are too "in the box." I want to see incentives to decrease density, i.e. de-conversion of multi unit homes and removal of slip-apartments. The argument that economic forces will direct this activity does not appeal to me. Recently, a home in our neighborhood was de-converted from an awful apartment to a lovely single family home, at great financial loss to the developer, who wanted to do the right thing for the neighborhood. City planning should provide incentives for that kind of activity. It shouldn't be left solely to individuals.
- Would like to see more emphasis on public library facilities and collections.
- You really need to do something about the wealthy landlords who own several properties and don't keep them up. They run down the property values and quality of life of all who live in the neighborhood. No one will even say a single word to Stuart Marx, in particular, because everyone is afraid of him. He's wealthy and has a lawyer brother. All he says is, "take me to court," and everyone lets him keep on running down the neighborhoods of Lincoln. He could probably get away with murder in this town.

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- Bus service is good, but not great. It is a slightly more expensive than some cities and difficult for low-income individuals to obtain passes. In addition, I notice ridership is not high. I'm not a public transportation expert, but I do believe there is room for improvement here.
- Bus services are fine except that the City of Lincoln loses huge amounts of revenue on Star Tran. The city should aim to move StarTran to be self sustaining. Part of this would be to make it more practical to ride the bus - it takes much longer to ride the bus than to drive. / If the goal is to motivate residents to use the bus as an alternate means of transportation it must be made practical for that purpose. Travel times between bus and car must be comparable and costs should be less. / / the city must put more emphasis on rehabilitating roads and less on short travel times. It is up to residents to choose where they want to live not city planners. however it is the city's job to build and maintain infrastructure. / / The city can build as many bike paths as they want the biggest inhibitors to biking or walking to work are not those the city can affect. they include the need to dress nicely for work and the weather.
- change 14th & superior round-about to only 2 lanes / hard to navigate when you have to look both right and left AS YOU ARE GOING around / to make sure other motorists are staying in their lane
- Change buses to vans. Move money saved from not running large busses into street improvements. If people want to ride a bicycle then they can make that choice no need for government telling them they need to do it. Adults don't need nannies.
- Continuing to make cycling easier and more accessible to residents should be a top priority. I am pleased with the progress that has been made so far, and look forward to the addition of new features such as the N St. protected bikeway.
- daily exercise of one hour or more is the single most effective intervention to promote health. An hour of exercise a day should be programmed into the infrastructure... esp biking, walking and movement around safe neighborhoods. A focus should be on safe public spaces for children.
- Do we really need public transportation?
- Education of cyclists and pedestrians and motorists in situations where alternative transportation is involved is significantly lacking in Lincoln, Nebraska. Cyclists and motorists consistently come into conflict in regards to each others' rights and responsibilities on roadways. Enforcement of cycling prohibitions on downtown sidewalks is lax. Cyclists do not know/understand the laws which apply to their behavior on roadways, nor do motorists understand the interactions they have with cyclists and pedestrians. / / All in all, I believe it is urgent that the city form

- definitive laws regarding motorist and cyclist rights and responsibilities and which govern the interactions of new transportation modalities in public places.
- Efficient public transport and infrastructure are important; it is not necessarily the City's job to influence people's transportation choices.
 - Enforce no bikes riding on downtown sidewalks
 - Give up on Star Tran if the city continues to use the "downtown hub" as its plan. It's not working. Try something different. Anything. / / Spend any increases on infrastructure and traffic control improvements. I'm tired of one car being able to stop 20 cars at many intersections where a side street has a light. I see it lots at many locations and I've even seen it when no cars are on the side street. Why is the light changing? If it's an old electronic then update it. Improve the flow.
 - Have UNL contribute to the public transportation system, and or eliminate the UNL busses and incorporate them into the city system. UNL can pay for bike lanes in the downtown area and for its own parking requirements.
 - I cannot tell you how many times as a human services provider I have heard clients talk about how they have to miss work shifts due to not having a bus that runs in the evening or Sundays. The bus schedules are confusing and do not specify every stop that the bus actually makes.
 - I don't feel the bus system is as efficient as it can be with regard to routing. Living in South Lincoln, there is no bus route that goes as far south as 40th and Yankee Hill where there has been expansion to the south and west. I would be encouraged to ride the bus if there was such alternative.
 - I read in the paper that the city is going to rebrand Star Tran with a new name and new look. This is unnecessary! If you want to improve the bus system add longer hours.
 - I ride the Star Shuttle to and from work everyday (14th/ Lincoln Mall and 8th/S St stops) so I notice that some stops are more or less popular than others. There are quite a few riders who get on/off at the Davinci's stop and at 18th and J (student & low income housing nearby), but I've only seen 1 or 2 at the stop across the street from the CC Bldg on a fairly regular basis (NOT city/county employees.) The 3 stops that serve UNL all get used a lot, too. / / When the StarShuttle was first started, it ran more frequently midday, but the experiment was declared a failure and ended right before UNL students, faculty and staff came back to campus for the Fall semester. Hello-o. / / The hybrid buses that StarTran bought to use for the Star Shuttle made it easier to distinguish them from buses on the regular routes. Now, they use the same buses as on all the other routes, without anything to distinguish them, so most people do not realize where it goes or that it only costs a quarter (or less) to ride. You'd think that

visitors to Lincoln who are staying at the downtown hotels might be interested. However, it might work better to have a separate shuttle route for the government & corpie types, so they wouldn't have to mix with the regular riders. Maybe a route serving the West Haymarket & all the hotels in the DT area? / / Since City/County workers don't seem to care about riding the StarShuttle, and so many of StarTran's special prices are ONLY available at the StarTran office, it would help if the route was modified to include a stop on the West side of the CC Bldg that would be closer to 7th and J. / / /

- I rode the bus for 13 years prior to retiring. I found it very reliable, efficient and low cost. I never had a bad experience with a driver or another passenger. / / I would, however, eliminate the bicycle lane on 14th Street. It's just a hazard and an accident waiting to happen.
- I see progress being made with improving utilities and streets BUT PLEASE DO NOT MAKE A \$20 MILLION MISTAKE BY BUILDING ANOTHER ROUNDABOUT ON OLD CHENEY. It's obvious Lincoln drivers just don't get the multi-lane round about. I pass through the Sheridan roundabouts daily and drivers struggle with the single lane concept although I approve of them except they don't work that well during high volume periods. I don't believe any further education of roundabouts will make a difference. I would concentrate more on street widening, turn lanes, and timing of the lights. / / TIMING OF THE LIGHTS!!! Regarding Antelope Valley Expressway. What a joke. I travel it frequently and it doesn't matter what day it is or what time of day it is, in both directions, I have to stop or slow down for nearly every red light from K street to Cornhusker. I've started to avoid it and take 10th Street to I-180 to bypass the bypass. I hope in the future that more development takes place along that stretch to make \$200 million worth spending. / / HAYMARKET AND ARENA. Putting the cart before the horse. Get the roads and infrastructure in first, then build the structures. A good example would be in Kansas City near Great Wolf Lodge, Cabelas, KC Motor Speedway. The roads came first, then the construction. Lincoln has always been behind the curve in this department. We continue to build around dirt roads, then widen them, then asphalt them, then pave them, then widen again. Good job security for the guys building them but not very efficient. / /
- I see these large city busses 3/4 full. If the routes don't need the large bus how about using a smaller vehicle that costs less and still has the seating to run the routes. Also my full grown grand children do not want to ride the bus due to the low life on board. Perhaps a cop riding along on a hit and miss schedule would send a signal to these types and increas the use of public transportation.
- I think my answers stand for themselves. Develop, enhance, and promote forms of transportation that encourage cooperation, interaction, and engagement, and

integration of and with the parks, businesses, and neighborhoods. And for the love of all that is decent, stop treating pedestrian sidewalks, mixed use trails, and all forms of human-powered transport as an inconvenient afterthought, and a hinderance. The sidewalks are too narrow, still not enough ramps, poorly maintained and unsafe (frost heave, years-old cracks and damage), and generally blocked by shrubs, trees, garbage cans and trash collection activities, parked cars, inattentive drivers, and whatever else people wouldn't think of blocking a street or placing on their precious resource hogging grass lawns.

- I would like to have the roads in shape...provides positive image to visitors and to citizens. Also, would like to increase availability of StarTran and increase its routes. It's a great investment. It discourages usage when cuts in routes & time usage are made.
- I would like to see a light rail system of some kind come through Lincoln.
- I would like to see the hours the bus operator later specially on Friday nights and weekends. Provide some type of incitive for using bus or altenate transportation. It is interesting to see the number of cars drvien by city employees with only one person, yet everyone starts at sametime and end the sametime.
- I would like to see the StarTran bus system have routes other than to and from downtown. Currently, it isn't practical for me to ride the bus to work. (It would take over 2 hours to ride, but it only takes about 10 minutes to drive or 25 minutes to bike.)
- I would support maintenance of existing road as opposed to adding 4 lane mass flow roads for folks living at the edge.
- IF WE CONTINUE TO HAVE PEOPLE BEING BEATEN AND ATTACKED WALKING DOWN THE STREETS, I DO NOT SUGGEST BICYCLING OR WALKING WHEN 2 PEOPLE HAVE RECENTLY DIED FOR NOTHING. OUR SAFETY IS MORE IMPORTANT AND TRANSPORTATION SHOULD BE THE UTMOST NEXT TO SAFETY (MORE OFFICERS). WE NEED TO GET THE CRIME UNDER CONTROL BEFORE YOU SUGGEST PEOPLE GET OUT AND WALK OR BIKE. GET THE BAD PEOPLE OFF THE STREETS AND CREATE JOBS WHICH WILL KEEP THE CRIME RATE DOWN TOO.
- IF we raise taxes on vehicles and invest that money in a mass transportation system that is accessible, we will be ready for the future. Lincoln seems to be growing and at the rate of growth, it is my understanding that Lincoln mya double in size in the next few years. The more roads that are built, the more traffic there will be. I had heard that Lincoln has more licensed vehicles than licensed drivers, that is silly. I have been i the positio of trying to help adolescents and adults use

the bus to get to places they want to go. In some cases, it is virtually impossible or it takes half a day.

- If you want people to bike downtown, you need to fix the idiotic middle of the street bike lanes. Boulder Co has great bike lanes that hug road shoulders. It can't be that hard.
- I'm excited to see the STARTRAN buses with bike racks (which I have taken advantage of); now I'd like to see more evening and late evening routes that provide a transportation alternative for those who have been drinking.
- Improve bike routes for downtown. Keep improving and adding bike trails.
- Improve the bus system. / / Make sensible bike paths but do not sacrifice parking. An example is there should be a bike path from the UNL Student Union area to the front door of the arena. College students will go to UNL games and events and a bike/walking path could have helped. / / Quit making it more difficult to drive and park downtown. The increased parking costs appear to be in conjunction with the City desire to make everyone walk or ride a bike. Some of us physically can not do that. / / The new parking meter collection agency needs to do a better job of writing tickets to improve parking. They ignore out of area vehicles. Some drivers also take a previous ticket out and put it on their windshields, then the collection agency just drives by. I watched this happen for two weeks. Surely the parking agency recognized this vehicle after two weeks. They need to be managed better.
- In my opinion Lincoln needs more higher speed arterials with minimal stop lights crossing the city. One can get across Omaha faster than across Lincoln. I empathize with homeowners who do not want to lose their trees and portions of their front yards, but they chose to purchase property on major streets and must face the fact that over time those streets will need to be widened and support a heavier, faster traffic flow. I think inadequate arterials are Lincoln's major problem.
- infrastructure is critical to long term success do not pass it on to future generations to catch up.
- Lincoln is not particularly bike or pedestrian friendly. Police do NOT enforce protection of pedestrian crosswalks at lights or other crossings. Lincoln likes to think of itself as a active transportation friendly community but we have a long ways to go. We need active, not incident driven, enforcement of crossings to keep people and vehicles out of crossings. A prime example is the bike trail on the east side of 84th street. You put yourself at risk to ride that trail as east bound cars exiting neighborhoods often forced to turn north secondary to medians. These cars rarely look right and pull in crossings as they peer left [south] before

turning north. I have virtually abandoned this trail. Another dangerous corner is 70th and Pioneers as south bound vehicles rarely come to a full and complete stop on red prior to right hand [west] turns putting bikes and pedestrians at risk. We need to up enforcement and awareness. The lack of enforcement is one of the reasons I am considering relocating in retirement. Lincoln is getting better but would not take much effort to accelerate improvement. I have voiced my opinion to the police on several occasions and get a very disinterested response. If it isn't drugs or domestic situations they are very complacent.

- Lincoln needs a designated, direct, efficient bike route to join UNL City and East campus.
- Lincoln needs to do more to get people out of their cars. It won't happen with reduced bus service. Lincoln together with Omaha should seriously explore light rail systems.
- Lincoln needs to invest more heavily in active transportation.
- Lincoln streets are a mess. Need a Hummer to navigate holes in the roads.
- Lincoln's city bus service is "sad". Somehow the "image" of riding a bus needs to be improved! I have ridden on them and sometimes it can be scary. I used to live in Omaha and I used the city bus daily to get to work. There were express bus routes that followed the start and stop work hours for downtown employees. You rode the bus with your neighbors to your downtown work location. Lincoln's bus stops are disturbing. They are scary especially the main one at 11 & N. The air quality at that location is bad! The smell of cigarettes (smokers :), other odors, and poor social skills makes me avoid that area!
- Maintaining transportation infrastructure is vital to economic activities, however, more support should be given to public transportation outside of busing within the downtown areas. Lincoln is continuing to develop strong community events in the downtown area and providing better public transportation throughout the downtown area, outside of busing, would make Lincoln a more suitable place to reduce strains on downtown roadways. This could also make Lincoln iconic for unusual transportation modes and further its' tourism pull.
- MOVE THE BIKE PATH NEXT TO THE SIDEWALK
- No everyone drives or has the luxury of being driven. Therefore they depend on other modes. That is, "when the bus don't go, neither do you."
- North/South traffic from downtown to south Lincoln need immediate attention. There are not enough four lane streets to provide effective traffic flow between 7:00-9:00 A.M. and 3:00-6:00 P.M.. The bypass has been talked about since the 1950's yet nothing has been done, now traffic flow on Highway 2 terrifically

impacted by slow moving semi trucks. Traffic lights need to be reevaluated. One example is the light on Q Street and North Antelope Valley Parkway, traffic on Q street waits for 2 minutes while about a dozen cars sparing travel on the Parkway. But the biggest issue for Lincoln is the deteriorating condition of the roads.

- street needs to be wider. We need north south radial. We are unable to get accross Lincoln usig what we have. Lincoln is a growing city not a town.
- Our bus system is horrible. hours need to be exteneded and routes needs to be added. Also, biking in this town is dangerous as the biking lanes should be on the side of the street onot in the middle. More bike lanes need to be added downtown. I have alsmost been hit every day I ride.
- Our streets and sidewalks are awful and often not safe - fix them, maintain them, then look at other places to spend money
- Outside of the city center it is nearly impossible to find businesses that have bike racks. We live in East Lincoln and would like to see more bike racks so we can bike to local restaurants and businesses. In regards to public transportation, I agree with the new Director of StarTran that we need more exchange sites for the buses. Having to go all the way downtown to get on another route is not efficient. More people would ride the bus if the route picked up more often than every 45-60 minutes. If you miss a bus, you shouldn't have to wait that long for the next one.
- Please Expand Old Cheney between 70th and 84th Streets. The road gets really congested.
- Please re-evaluate the efficiency of Star Tran. It is absolutely not useful for so many people. Hours need to be extended and we need to get away from the out and back loops. It shouldn't take 2 hours to get from Southeast Community College to the North Wal Mart, but because you have to ride back downtown and change buses it's just absolutely inefficient.
- Potholes in our neighborhood sit for months before they are repaired. When they are repaired, they don't repair the cracking pavement surrounding the actual hole, so in a very short time the cracks turn into new holes. This is incompetence.
- Push bike lanes and trails.
- Save money by NOT running a center stripe down the sidewalk / Lincolnites are considerate and know to walk to the right, don't insult our intelligence
- Smaller public transportation vehicles than current city buses; greater use of alternative fuels;reduced fares for those who ride public transportation and also use their bike[bike and bus to get to work, school, home, etc.].

- The bike lanes in this City are a complete waste of taxpayer money. Most bicyclists I see don't use them, they prefer to ride in the lanes of traffic. If anything, more needs to be done on informing bicyclists of adhering to traffic laws (i.e. stop signs).
- The city needs bus shelters on Vine street for students going to Culler.
- The city should actually use the additional funds from the wheel tax and car taxes that we are getting gouged on to improve the streets. The streets are as bad as ever, even though the taxes are as high as ever. Quit wasting funds on bus transportation. If bus transportation and Star Tran can't break even on its own, drop it. Public transportation is inefficiently run as it is, and is not useful, or a good alternative to the citizens of Lincoln. The pick up and drop off times are too far apart, and most people do not want to go downtown. Please stop with the stupid bike lanes downtown. You are spending way too much time and money worrying about bike lanes that actually make it more dangerous for a person to ride their bike. Few people ride their bikes anyway. Bike lanes down the middle of the street are an accident waiting to happen.
- The city should avoid the complicating drive patterns by installing complex road obstructions like roundabouts. Spend the budget to rehabilitate roads in a logical fashion. Completely cut funding for alternative forms of transportation and focus on maintaining existing roads. Bike routes are a waste of tax dollars
- The public transportation in Lincoln is less than acceptable. Parking is expensive and difficult in much of the downtown areas (especially during home football games), so it would be nice to have an AFFORDABLE option that is available at all times of the day and NIGHT if the public wishes to leave their cars at home for the evening. When we have visitors from out of town who do not have vehicles to get around the city on their own, they are almost entirely reliant on their hosts to cart them around, unless they want to pay for an expensive cab ride. And even then they have to wait for 30-45 minutes for a cab to come pick them up. This is not at all satisfactory.
- the Quality bike and walking trails differ per parts of the city and don't even exist in other areas. Crimes still run unchecked on these trails. The trails can't be safely controlled and are not used by the majority of the tax paying public so stop spending our money on them. people may exercise in many different areas. I walk my neighborhood or go walk the malls.
- The road rehabilitation rate is pathetic at best and illustrates we have neglected our roads. I cannot tell from the question if this includes pending projects, but think it is absolutely ridiculous that we have spent tens of millions on a new jail when basic infrastructure suffers - we need to get our priorities straight.

- There has been progress in Lincoln on rehabilitating roads but there still is a lot more that needs to be done. There are also some projects out there that are on the "to do" wish list but there are no funds to do them (South Beltway, 33rd/Cornhusker/Adams, etc.). Public transportation wise, on my wish list for Lincoln is to one day see Lincoln invest in a greener and more stable form of public transportation, like a trolleybus or something similar. Economic development would spur along such routes with an possible increase in ridership.
- There is much to be done -- and I commend the progress being made -- in making Lincoln a more bike-friendly community. We have the ideal geography for this to be a world-class cycling city, which will in turn drive economic development, attract talented young professionals, and improve quality of life and health of our citizenry. It's a win-win. Invest now.
- There needs to be some other way to transport people. I'm tired of seeing an empty bus running around my neighborhood. We need to think outside the box and change routes according to use. How many passengers take advantage of the bike racks? Why aren't we downsizing busses according to route use?
- This city could do much more to encourage the health of the community by minimizing and/or discouraging the use of automobiles.
- This is 2013, we should have a way more advanced transportation infrastructure than we have. Why do we still not have a loop around the city for easier commutes? A loop would be a great asset to our city for its residents as well as pulling in new business for ease of interstate access.
- Transportation is key for nearly all other city priorities: livable neighborhoods, economic development, attracting young people to the city, and especially improving environmental quality. In order to bring more residents and visitors into downtown (and the new West Haymarket development), reliable public transportation needs to be provided during entertainment hours. This will relieve parking stress, and help reduce drunk driving.
- Try to alter the bus routes so there isn't a radially arranged system. Instead, use a grid system. As it is now, I would have to ride the bus for an hour and a half to get from southeast Lincoln to east campus. A distance of 5.5 miles.
- Walking in my neighborhood (Indian Village) is difficult and dangerous. Many streets lack sidewalks completely. I see young children walking home from Beattie School in the middle of the street on a daily basis. It's amazing no one has been hit or killed. Many of the sidewalks that do exist are in poor condition. Walking is very important for a variety of reasons. Most people won't walk if there isn't a safe and easy way to do it. Lincoln has AWESOME bike trails. Please keep up the

great work with those and continue to pursue more options to encourage biking, including the covered bikeway (great idea!)

- We have great recreational trails, but are very weak concerning commuter transportation for bikes.
- We need to encourage our federal representatives to drastically improve their efforts to get Lincoln some more money for transportation - an area where we're certainly falling behind.
- We need to increase the tax dollars from gasoline(city tax on fuels) these help fund bus. Higher fuel price moves people to a public transportation system, they need to change at the same time. When fuel prices increase I see new faces on the bus but the small system overloads quickly, moving dissatisfied people back to their cars. The bus system needs to change, be flexible, have quick response time to change, as fuel prices go up so does ridership, the system need to be able to change on a day to day need. Lincoln is doing OK with bike path but could do more by removing on street parking, changing the way parking garages are filled, leave space on first floor for short term parking.
- We need to look at how we fund infrastructure needs. Impact fees are not adequate and streets, sidewalks, and to some extent water and sewer needs are lagging. We need to look at better ways to fund these needs.
- When I see road work being done on the same stretch of road a few times within a short period. It would seem that it is not an efficient transportation infrastructure. Stop using asphalt when it doesn't have the lifespan as other material.
- when they changed the bus routes they took the convenience out of it for me...haven't been on a bus since, they moved it from 1 blk. to my house to 5+, not a great distance, but my car is certainly more convenient than that.
- Woeful record for road rehabilitation. Is it poor planning or poor execution? City really needs to improve in this area.

- California uses goats to keep the freeways clear. I note that the government is now using goats. They would save money if used in the parks instead of gas powered vehicles. Plus less staff used.
- Continue to improve stormwater runoff strategies. Promote more "natural" areas in parks and public and private places. Develop or implement changes in solid waste disposal. PLEASE DO NOT IMPLEMENT MANDATORY RECYCLING. Continue to encourage it and work with public and private entities to make efforts for the public to dispose of recyclable material. I think most people just find recycling inconvenient. A huge contributor to the waste cycle is the construction industry. Most roll off dumpsters contain a large percentage of recyclable waste that goes straight to the landfill. Making mandatory recycling will create a burden on citizens, organizations, and companies. A facility could be built to separate all kinds of material and be used (contracted) to other cities and states, but I don't know if we are in a good location to make it efficient and profitable enough to be in the mainstream due to transportation costs.
- Ecological health and energy use reduction are very important.
- Energy has to be the number one concern right now. The City needs to use all possible leverage to encourage LES to diversify its energy holdings into renewable sources. Reducing peak load addresses short-term symptoms rather than taking a longview of Lincoln's energy future. Holding peak load reduction as a priority short changes all Lincoln residents, as we don't live by quarterly gains and losses, but intend to reside in this community for years to come.
- Ensure adequate staffing for the health department.. I want my food, water and air to be safe, and I expect a prompt resolution to complaints..understaffing will not accomplish this!!
- For all of it's progressive thinking, Lincoln sadly lacks in recycling. Both in awareness and in availability. I recently retired from the largest hospital in Lincoln. When several employees expressed concern for the mass of recyclable waste that left facilities daily as garbage, the explanation given was cost based. A little community pressure might be applied here....praises and kudos to these large business' who do recycle. (My employer did shred documents and I'm assuming these were recycled. The plastic bags liners in thousands of waste baskets alone, changed x2 daily, was unimaginable). I am always struck when I visit the city parks and find no recycle waste containers. My disappointment this morning mounted when I roamed one of the fishing areas at Holmes Lake where people may spend a few hours in one spot. The area was littered with plastic water/drink bottles. Not only are there no trash and recycle receptacles, but there is education lacking.(Yes, there are trash receptacles in the parking lots, but apparently not convenient). Lincoln has some of the finest drinking water in the world....the

use/expense of bottled water is a wonderment to me. I am further struck by the number of households who do not participate in recycling. Recycling is mandatory in my daughter's community in MA, and fines rendered for noncompliance. I'm not advocating fines at this point, but certainly lots of room in Lincoln for education and availability. As an afterthought.....I do miss the prevalence of public drinking fountains even tho the absence in some areas is for economic reasons I suspect.

- Get off the "mankind-is-causing-global-warming" bandwagon. It's a lie. Stay out of Agenda 21.
- Great job! No complaints.
- Green space is very desirable in the City and promotes a positive City image if well maintained. I also love natural areas, but they are often not practical or appropriate in urban areas. Look at Lincoln Parks that are no longer mowed, well maintained and are little used. These areas should be considered for change to promote use, such as ball-fields. My kids teams can never find a place to play or even practice.
- Have apartment owners add recycling bins!
- Household hazardous waste collections should be more widely publicized. Great program. / / Might as well spend some money on getting the water infrastructure in top shape. / / Improve awareness of recycling options for citizens and consider adding more large recycling drop off areas.
- I am an active recycler but would like to see dumpsters for garbage at all sites. I drop recycling off at various sites dependent upon my errands that day and not all have dumpsters which I think contributes to the appearance at some sites. I appreciate and use the businesses that have on site dropoffs.
- I am not in favor of mandatory recycling for citizens. However, we can do more to make it easier to do and increase awareness of programs and why it's vital to do so. I do support the revival of a 'bottle bill' to place a deposit on cans, bottles, jugs, etc. that would encourage recycling. These were effective when I was a child in reducing litter and resource waste. The amount needs to be high enough to incent users to return them for the deposit or for others to pick up the items on the roadside. I am in favor of mandatory recycling for businesses, especially bars, restaurants, sporting events and other outdoor events that use a high quantity of glass, aluminum and plastic containers for end users. I play softball and the amount of recyclable containers in the cans each night is astounding.
- I am not sure if this falls into this area. The Re-energize Lincoln program appeared to be a misuse of federal dollars. If the City of Lincoln can not utilize the funds under the conditions they were given, the money should have been

given back to the government. It was taxpayer dollars and should have been given back to the taxpayers/federal government. Just because you are given federal funding or grant dollars does not mean we use the money however we can get rid of it so we don't lose the money. It is a misuse of funding if the money is not used the way it was suppose to be. How much money has to be wasted before the City and the government goes under.

- I believe this area of the survey is designed to mask the the City hidden agenda under the disguise of Sustainable. Many of us are watching closely. We do not care about land for the Tiger Beetle. We do not want mandatory recycling. We do not want more park land....we want less. We do not want the government to be able to shut off our utilities because we have used our allotment for the month. The list goes on and on. / / As far as energy savings goes, the City needs to purchase high efficiency energy savings equipment when replacing or installing equipment, IF there is a solid payback. We need less lights over streets in some areas. Energy savings is important.
- I expected to see something about tree maintenance and forestry in this category. Maintaining the tree canopy and planning for the future tree canopy by planting high quality trees should be a higher priority than it currently is.
- I feel safe in Lincoln, in terms of the environment. I don't see or experience a lot of pollution. The water is great, the city seems to do a good job with maintaining good drainage systems. I confess I don't know all the details, though. If there are toxic areas that need to be cleaned up, I'd like to see the city work with state and federal entities to see that happen. If the mess is the result of a private company that is still in business, the city should have the power to REQUIRE them to clean it up, if that power doesn't exist already. I also think it's important for the city to continue to support and maintain areas such as Wilderness Park. That's a unique feature in Lincoln, and a valuable one.
- I think that recycling should be included with trash services. When I recycle I really only need my garbage picked up every other week. However, this is not an option.
- Improving Environmental Quality affects so many other areas listed: Healthy & Productive People, Safety & Security, Liveable Neighborhoods, and Economic Opportunity. Part of being a good steward of our community is assuring that our water and air are healthy & safe and they we are not wasting resources. Lincoln must emphasize these attributes in being a responsible citizen and community.
- In regards to keeping water clean (drinking and lakes) jet skis need to go. I know this might be too extreme but, honestly. Wasteful and a huge pollutant (water, non renewables, and noise) / / I think water restrictions are BRILLIANT - drought or no drought. / / Keep pesticides and herbicides to a minimum. / /

Renewable & Clean energy need to happen. I know that they are but keep it up and crank it up. :)

- Incentivize reduced use of water for all users in Lincoln. My neighbor waters his lawn everyday, rain or shine. I water mine once a week, and it looks as green. Implement an incremental tax rate on those who use more water. The more you use the more you pay in fees, taxes, as well as water rate.
- It took a long time for this city to make recycling accessible and easy - but I commend the progress. I appreciate that Lincoln Housing Authority partners with Lincoln Journal Star to provide recycling to some of their residential customers at no or reduced charge. And I appreciate the convenience of the recycling stations around town. / / I appreciate the development of the horizontal water wells, and the attempted cooperative water management drives most summers. / / I think that the costs of utilities, water, waste-water, electricity, gas, etcetera, are too high for some, and abhor privatization of public utilities. But Lincoln seems to find a balance between service and cost, for the majority of inhabitants. / / I think that we have a strong LPSDNR and cooperation between state and local resource management organizations. Stormwater and flood management seems to be a strong priority, and I have confidence in our infrastructure, and it's maintenance and viability.
- Lead levels in the North Bottoms remain high; increased recycling efforts may extend landfill's useful life.
- Lincoln has several small parks throughout the city that are hardly worthy of the title of "park." In some situations, such as the park next to The Blue Orchid, a small park is done well. In some situations it is a slab of pavement with a bench and a sign calling it a park. Lincoln should not focus as strictly on the number of parks it has but the quality of its parks. / / Recycling is extremely available in Lincoln. There are several innovative businesses that offer recycling anywhere in town. Recycling is available, residents simply need to be better educated about how to take advantage of it. /
- Lincoln needs to improve recycling efforts. For example, I understand that none of the glass is recycled from bars in the city. That means that thousands of pounds of glass bottles are dumped in to the landfill, wastefully. You could say the same about other kinds of items too. We need more recycling. Water supply is a major concern. The city has taken steps by approving a new well in the Platte, but how reliable is the Platte as a source of water in the long term? We need to start looking at other options for a water supply.
- Make recycling easier/cheaper, and it will happen more often. My trash company offers a recycling program but it costs almost as much as the trash service itself, so I make use of the recycling drop locations around Lincoln. My neighbors, who

also can't afford to double their trash bill, don't have time/opportunity to use the drop locations, though. Look at what Gretna is doing.

- Make your goal higher for renewable energy sources. / / Keep water safe!
- More attention should be given to providing green spaces for people and habitat for wildlife in our parks.
- More money to saving our environment, keeping Lincoln clean and safe, and fostering a conservation ethic in Lincoln. Our number 1 goal should be to cultivate renewable energy programs (ie solar and wind) by making it more accessible to Lincolniters through financial incentives and increased infrastructure.
- More recycling. More trees. Parks need some overhauling. Keep the trees coming.
- My response to preserving our natural resources is based upon observations that the Parks and Recreation Department does not use efficient and effective means to manage natural resources. Even the tall grass portions of parks is poorly maintained and the goals and rationale is constantly shifting based upon public perception.
- Need more drop off areas for recycling.
- Not all recycling is good. Paper recycling is probably wasteful, or at best a complete wash, in terms of conserving non-renewable resources. / / Mandatory recycling is a terrible idea. Don't implement it.
- Recycling in Lincoln has improved greatly in the past 20 years - however there is so much more that citizens need to be doing. Drop off sites and curbside services are available and provide a good service, however this practice needs to involve all citizens - the decision to recycle needs to be as easy and affordable as the trash option. Pay-as-you throw should be strongly considered.
- Require recycling and make curbside recycling affordable for those who may not be able to afford services.
- The best way to treat the environment is to let the market decide how resources should be allocated. Take recycling for example. Recycling ends up wasting more resources than it saves due to the fact that currently there isn't a strong demand for many recyclable materials. Once there is then companies will be paying "us" for recyclables rather than citizens having to pay up front for it. / / By the way, mandatory recycling is a horrible idea.
- The city needs to expand what can be turned in the manner of toxic household wastes at waste collection events. there are many restrictions on what they will accept so things do get tossed in unsafe ways. It makes more sense for the city to expand what is accepted at recycling events than discourage people who want to

do the right thing by turning so many away. If you are going to have collections, then take what people bring.

- The future will be different and we need to be ready.
- The last time we visited Holms Lake, it stank to high heaven. What's going on? It never used to be that way. / / Lincoln's recycling efforts are pathetic. Recycling must be mandatory for everyone.
- Water main infrastructure needs to be prioritized and replaced on a long-term systematic basis. Need to be more proactive, by putting bond issues before the voters to do such replacement of this aging infrastructure in a more cost-effective way[delaying replacement will keep increasing costs due to the increasing costs of construction materials and labor].
- Water use is fairly predictable based on weather pattern and city growth, both residential and industry. Predictable water usage MUST be linked to providing water to meet the needs of a growing city. We know that available water does not meet demand. Make plans and put them in place to provide sufficient water for the immediate future.
- We are doing fine with water quality and environmental safety. We should let the market forces move us toward energy efficiencies and not spend tax dollars on wasteful projects.
- We doom ourselves the minute we think we can delay action on such issues. We have so very much potential to become a leader in green energy. The smart cities and states will be leaping at the opportunity to build a new green economy. Use the resources we now have to build for the future. Sustainability pays for itself if done right.
- We have wonderful outdoor spaces in Lincoln. I love Pioneers Park!
- We need to increase the budget for Parks and Rec so they can maintain places like Wilderness Park. If that can't happen, then volunteers who take care of that park should be reimbursed or encouraged in some form for the extensive amount of time it takes to maintain.
- We need to make good decision for LES and the city. Ethanol and wind energy are not good choices for us to keep costs down. When alternative energy is cost effective, it will supplant current sources. This is a federal issue, not a city issue and we should stay out of it.
- We need to put more into recycling. There are far too many residents who fail to realize that there is more than one way to recycle.

- Wonder where the 69% number of user satisfaction for Wilderness Park and other natural areas comes from. Also wonder if the people giving positive responses KNOW that much of the spring and summer maintenance in Wilderness Park comes from volunteers. We wouldn't be able to walk many trails in spring and early fall without those volunteers. The park trails need to be mowed at least every six weeks BY THE CITY!!!!- at least 4 mowings over the growing season. Regular employees would also provide more benefit because they would be knowledgeable in trail maintenance, etc. We just lost the Pioneers Park area supervisor (probably because of too much work and too few staff). I have no concern about the current mowing in most city parks. Sometimes it is inconvenient when walking small dogs but there are a few trails mowed in the grass/weeds. Hope there will be eventually be more prairie and less bindweed.
- Would like to see more goals relating to alternative energy usage by LES and promoting more programs like Re-energize to increase energy efficiency of homes. This might involve seeking more grants or tax increases.
- You can not limit the publics use of energy. It's one thing on the govt budget to limit govt agency usage but as a private sector you can not and should not use our paid taxes to limit what we have paid another company for?

[illegible]

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- City television? Never heard of it. Are you putting the tax levy information on your website? Obviously, I'm not using it, but I plan to.
- Cut the lower priority budgets, increase public safety. I would rather pay an additional \$10 of taxes or whatever amount to feel safe in my community. Services cannot be maintained by never increasing taxes, people need to help the City out, or move somewhere they are happy with the lower taxes and crappy services.
- Diversity is nice, but I'd rather have the best people on the job regardless of their identity. Merit should trump diversity within reason.
- Diversity is not as important to me than the quality of the person. I would expect the quality of the person to be the standard regardless of race, religion, ethnic, or social background.
- Hire the best qualified people regardless of minority status.
- I don't care about diversity I want the best I don't care of who it is, Provide a qualified, experienced and productive workforce.... / / And as long as I live here Lincoln comes first then everybody else. Always support local companies and people.
- I don't know what the current budget is. It would be beneficial to this survey to give the full budget and examples of agencies and what the funds are used for.
- I think enough is done in these areas already. I don't feel like the government is inefficient or trying to cover things up. Besides, it's important to give LIBA something to complain about. (Sarcasm intended).
- I think Lincoln has a process open governing now--it's up to the public to become informed. I don't know if the city can do much about diversity--efforts made under Mayor Beutler are commendable. We need a workforce that gets an education and wants to work. There's not a lot you can do w/ 3rd or 4th generation welfare recipients who have no role model for work--that's a federal problem.
- I would like to see the city staff bring in 'new blood' to the staff. Not replace everyone at once but small changes in departments. It seems that some staff members are in the thought that it has been done that way for 30 years lets not change it.
- If doubling support for "efficient services" would reduce their budgets - and hence taxes - by more than spent, then DO IT!
- It is extremely important that the city keeps its budget and finances totally in control and maintains a pristine credit rating. I feel the whole country has gone

completely overboard with this diversity thing. It is important that city employees be competent whatever their ethnicity. Diversity is not the issue.

- Many of these services are provided by the Law Department. To my knowledge we have an experienced and competent group of attorneys who serve the city well. As the city becomes increasingly diversified, we need to provide encouragement and opportunities to these communities in Lincoln.
- Please, please, please get the fairness ordinance passed.
- Probably fairly typical for a white "liberal" progressive minded male - I don't necessarily have a dog in this fight, relative to other concerns.
- Provide more transparency in the budget process, specifically, in the workers compensation and other self insured programs. This is an internal fund, thus the budget numbers may or may not be inflated. The liability in the insurance fund has grown significantly over the years which means the charges to the funds have exceeded actual claims. It also means the City is sitting on a significant reserve which is not presented as an available source of funds for budgetary purposes (i.e. charge less to the funds, thus reducing the overall budget needs).
- See last comment. Hire people who are qualified in their respective fields to do the work in those fields. Don't change the standards for a position to meet someones current political agenda. Set minimum standards for acceptable behavior and ethical standards for those serving in public office. Apparently we don't have one since there was policy on conflict of interest in the city regulations.
- Stop spending. Stop taxing. Stop bonding. Leave people alone.
- The City needs to get less interested in discrimination issues because Lincoln basically does not have a major problem with that, but get more interested in improving the ethics of those in poverty. That group causes their own problems and it's unfortunate. We have a lost generation in the age 30 and below group that needs to be reached. Lincoln needs to concentrate more on positive ethic building programs and less on giving money to poor people.
- The city should be required to have a balanced budget and prioritize services that will perform the most good for the most people. If that means some services are not offered then people would have to provide for themselves.
- The city's website is very difficult to navigate. It needs to be redesigned to improve user experience.
- The TV channels are useless even if there is anything worthwhile on them. TWC's Guide just shows 4 hour blocks of time without any program titles. I assume the website might list what times programs are on, but who wants to DVR 4 hours of programming to make sure you record a 30-minute show? Either make them

DVR-friendly, or put them on an On Demand channel so we can decide when to watch. / / Awareness of tax levy - Sorry, but as a renter, I have no reason to know or care about this. Landlords use it as a reason to raise the rent when it goes up, but even if the tax levy on rental properties was drastically reduced, the rent would not go down, so who cares?

- This gets a little old: "Provide a diverse, qualified, experienced, and productive workforce sufficient to ensure the community of Lincoln receives the highest quality public service." Personally, I believe it is safe to say that the United States is diverse whether we acknowledge it or not. We say we want "qualified, experience and productive people", but it appears to be all about the numbers. My grandparents were immigrants from Poland. When they came over they did not speak English, but they worked to "better themselves" and their family. Growing up in a German community, even at my age, was difficult and degrading. Rather than allowing ourselves to be "labeled" as a minority, we worked hard to make our lives better. We did it without any government assistance! Education and hard work were strongly encouraged!!!! You had to be really sick to stay home from school or work. Even though I am over 50, I can easily do more quality and quantity work than my co-workers who are younger. We were taught to take pride in everything you did. Our families held us accountable for our actions!
- What is the definition of diversity used in the first question? i don't believe in quotas due to ones color or gender, but the best qualified person for the job. Regarding the city's website, I had a difficult time finding this survey after reading about it in the LJS. It should have been a big radio button on the face page of the website. Also, the search function could be improved. I do appreciate the information provided on the website (to include the county website). I think it could be tweaked to make it easier for some who may not be as computer savvy. Perhaps a citizen work group?
- Work with the library to get this information out.
- Would like to see an independent city audit position created that would evaluate programs to ensure compliance and effectiveness.

IDENTITY LINCOLN (48 TOTAL)



- / quit spending money on a area that most people ever go to.to much money on streets in the down town area, with streets in others like south 56th will have to wait until 2014 or 2015
- This is largely idiotic. People will come to Lincoln for jobs, not because the city is pretty. Promote job growth by becoming more attractive to industry.
- You Chamber spent thousands for a bad identity n logo RIGHT... So poorly done. / You have the worst Visitors Director in the United States. You really should check how unhappy most people are with him, so unpleasant, such a fake. Never keeps promises to the people he is trying to bring in Lincoln, sorta known as a joke, but of course his boss Wendy backs him up. / Until the city completely changes you will see little increased business, tourism and interest. Want those things? hire quality people who know how to do the job. Tom Lorenz, Jeff Maul and Wendy and the rest of the chamber are living in 1982, This angers me as the citizens will end up paying for arena and canopy area because they do not have a clue on how to promote, or they have ticked so many people off, they will not bring their convention, business etc. to this city.
- I don't attend any of the street festivals downtown anymore. The setting is not conducive to a pleasant experience. The ticket system for buying food is out-of-date and REALLY inconvenient. I do drive to Omaha to attend the arts festival there: no admission charge, pay for food with real money, wash stations at the

portable toilets, other city services featured (gives citizens a chance to interact with their gov.) and trees around the area because it's along the edge of the park--sort of like the Flatwater Festival used to be when it was along the UNL campus. Why is the Lincoln system so antiquated? / 2. Absolutely hate having to come downtown to go to a movie, play, or Lied Center event because of the parking--and I don't care how much Dave Landis says to the contrary. It is a huge hassle, and a quarter for 15 minutes--c'mon. I head to the malls instead, which means I basically do not support the retail businesses downtown. I have zero interest in supporting the bars. Take all the bars out of the business equation downtown, and the business scene looks pretty bleak. It's not the mix one sees in other college towns.

- Again, the City needs to get out of competition with the private sector. City concentration needs to be to get homeless from living in front of downtown businesses and things like that. Quit trying to entertain us.
- Any artistic attractions would bring people just to see them.
- Appreciate and support all the focus and investment in downtown over the last years.
- As someone who has lived in Lincoln for only 4 years, the efforts of the government to foster vibrant cultural events is much appreciated. I value the city parks and bike paths and hope they are extended and maintained. When public spaces are created in shopping districts, I hope they continue to incorporate trees and seating.
- Attracting residents and tourism to the downtown area is important, but I feel like this has been taken care of quite sufficiently in the last year with all of the new businesses and construction opening up the haymarket area, and the new arena and hotels that are bound to put a spotlight on a ton of new business and exposure of our city. We don't need to put much more city money into this at the current time.
- Best way to fix downtown is to get rid of the ridiculous bike lanes. They are nuisance. Celebrate Lincoln Festival is a waste of money I went once and when I crossed the Bong tent I decided that is not what I wanted my community to be what a joke.
- Bring back the holiday parade.
- Build it, and they will come. (and we have been building several "it's")... Now let's not neglect the core attributes while we laquer on a thick shiny veneer on the facade. The daily lives of the working classes are more important to me than the frivolous excursion's available to the wealthy - frankly, almost all entertainment venues, golf courses, and dining experiences are outside the realistic fiduciary

means or responsible budgets of most people. So bring in events to entice wealthy people to part with their money, but pay the food-service, service industry, and event staff enough wages to subsist - even thrive.

- Citizen interaction is also bolstered by alternative transportation, public transportation, and walkable communities.
- Continue to reach out to and include minority and refugee communities in activities and city planning and priorities!
- cut all support to downtown NO ONE WANTS TO GO DOWN THERE and no amount of money will
- Downtown is doing well. Maybe other venues should be touted. If more money supports viable neighborhoods then neighborhoods will lay the groundwork to celebrate culture, architecture, history... they're already doing it without the big budgets that downtown events have.
- Downtown is important but appears to be taking off so not sure if additional city \$ are needed. Don't want it to suffer, however.
- Downtown needs to reinvent its self our we will have a hallow core.
- Historic preservation becom to self -important, changing 15th Street to Goodhue, wanting to cut down trees on Goodhue, wanting to save "historic" buildings that aren't that historic (the triplets).
- I am not much in favor of giving tax breaks for businesses. They generally make enuf money to create profits for themselves without public support.
- I avoid downtown as much as possible, mainly because of the hassle of parking meters.
- I don't see how these goals promote the celebration and protection of history and architecture?
- I have seen a lot of growth in the Haymarket. But when I think of downtown, I think between 9th and 17th.
- I think slowly, the downtown area funding can be decreased as the Haymarket District takes off and it will flow into downtown area too.
- Let the private sector take over, paying for thier own ammenties, etc.
- Lincoln needs to slow down, also you seem to focus all your attention to downtown, what about the rest of Lincoln?
- Making our prairie heritage a feature of our city would help the ecology, encourage a sense of pride in residence and attract others to move here.

- Many of these things are important. The private sector should be addressing many of them, though - or perhaps the non-profit community. The city needs to maintain these places, and I do support the activity taking place downtown. I don't think it's the city's job to "enhance social bonds and citizen interaction." That can be handled by a lot of private organizations or other public organizations.
- people will come to Lincoln because it's Lincoln, that's enough. make it safe for them to come and they will.
- Please, PLEASE be considerate of those who live within event earshot. Let the cutoff time be a reasonable 10:00 pm or move the event into an indoor venue for loud music.
- Protect historical items/architecture/foilage in the city.
- special events in the parks are great. However, the city should get out of the way and let private organizations host them and not host them itself. / / the details of all three areas are the same so I have indicated they should be funded once. / / The city should be content with its interesting people but does not need to put any budget priority into bringing them into Lincoln.
- The arena was a great thing to finally get through. Need to seriously update the library as another beacon for our city. Also, nurture grass-root events that make Lincoln special and unique like the Zombie walk and first-Fridays. Lots more art downtown would be a benefit. Stuff like the painted benches. I would like to see Lincoln do something like have decorated pianos setting outside for passersby like some cities do. I would also like to see something like the bicycle sculpture program Lincoln did years ago. We are due for another big thing like that.
- The downtown needs a real grocery store. The people who live downtown, including students, would greatly benefit.
- The Friday afternoon concerts at 13th and O are a waste of money in my opinion. The intersection is too busy and the sound is not good. It seems rather contrived, and makes an enjoyable lunch break difficult in the area.
- This wasn't mentioned but the city has had a real windfall with the excessive tax on restaurant meals and the sales tax. Need to sunset that ASAP. It does look like there has been preferential treatment for some public project bidders. No more deals for WRK. they cannot keep up with what they have and have trouble responding to maintenance issues on completed projects for which they probably have sweet tax deals. The reason why there may be a lack of attendance at many city functions centers on issues of transportation and parking in the downtown and Haymarket. I know they are trying but I don't think doubling the meter price is helping. You need to magically make double the available meters appear.

- To many bars in down town, would like to see more places to eat at. Not enough enforcement for trucks cutting through residential streets to get to hay market area. 6th street seems to be a main arterial street for trucks.
- Too many org's in this city giving stuff away. They use our tax dollars, schools and never seem to work.
- Too often we see the proceeds from visitors going to a small handful of business owners. The arena: Visitors will eat at a restaurant, stay at a hotel, and attend an event. The event profits will go to the area (which will forever be in debt), restaurant profits will go to the restaurant owner, and hotel profits to the hotel chain. Will the 2 percent sales tax going to the city as a result of arena visitors ever truly pay off the debt the city will incur? So the arena will bring fun, fun and increased debt.
- Use this money for tax Relief.
- We are doing fine without increasing spending.
- We have already provided a significant investment in the downtown area - I would like to see upgrades and enhancements on the west side of the city which has always seemed to be overlooked and/or neglected with respect to the attention shown to areas like South Lincoln.
- We've spent an extreme amount to dress up the downtown area with the new arena and other related buildings within the past two years. Perhaps funds should be directed to fixing the streets and dressing up neighborhood parks.
- While the City of Lincoln does a decent job of maintaining historical buildings and/or districts, something needs to be done about not letting historic places or areas stand in the way of needed growth. 27th Street is undoubtedly one of, if not the, most important thoroughfares in the City. Why would the City even consider placing the County Club area on the Register of Historic Places which would stifle the much-needed expansion of 27th Street to allow for more efficient traffic flow? Sometimes it appears that Lincoln would much rather hold on to things of the past than embrace needed plans for the future.
- Why don't we get an amusement park or large water park here? If KC and Des Moines makes money on theirs we could too.
- Why struggle with the downtown area when most don't live there or use it? Attract citizens through jobs (primarily private sector opportunities) - better to attract a reputable well paying company than further improve the downtown area.
- With the opening of the Arena ,West Haymarket, and Antelope Valley, Lincoln is thriving and it is a great time to celebrate Lincoln and let people know about what is happening here. Work hard to get special events like the National State Games,

State Tournaments, and Big Ten and NCAA events in Lincoln. Don't forget about the Arts too. Lincoln has a great arts scene.

- You used the same 5 indicators for every one of these. WTF?

APPENDIX B

COMMENTS FROM THE COMMUNITY CONVERSATION

The following are the full set of comments submitted by participants in the Community Conversation. These are organized according to group or individual responses by the outcome area, either Efficient Transportation or Safety and Security, towards which they were focused. Because these comments were originally handwritten, what follows is a best-faith effort to reproduce the words and intentions of their original authors.

GROUP COMMENTS ON EFFICIENT TRANSPORTATION (22 TOTAL)

- not enough funding, group by transportation type
- bike traffic, sidewalks, street lighting, signage
- consider vision 2015 to assist/promote funding sources; accidents and injuries occurring on hwy 2
- encourages livable, safe neighborhoods; stimulates economic growth; proactive as to where roads go
- maintenance funding gap, repair more sidewalks and streets, unsafe for bicyclists, need to keep up with road maintenance
- need longer lasting roads, curb problems, problem areas: 11, 40, 27, 48, and A St.
- street signals/communication, bridges, detector loops, crosswalks, sidewalks, bikepaths
- too narrow, remove 'bus'
- balance old and new; facilitate and may get more bikers on roads (road rehab)
- increase funding, balance aesthetics, maintain efficient movement of traffic
- currently in a crisis
- streets designated as bike routes aren't safe for bikes
- sidewalks inadequate, difficult to get around, need protective bike path for downtown Lincoln
- roads, crosswalks, and sidewalks not safe, visible for children to walk/bike to school; consider incentives for sidewalk improvement
- revenue hours, needs to be customer focused, app for tracking the bus
- 10% may be too high, not realistic
- focus on the core neighborhoods
- aren't meeting the needs of the pop., change/increase routes, change handivan provisions, travel faster by bus, use grid system

- technology/mechanical problem, not policy; need more aesthetic marketing
- concern for perspective on indicators missing voice of consumer
- hub design as grids would improve convenience, more convenience = more revenue hours
- smaller busses, busses with bike racks, work with senior citizen centers for combined services, night bus

GROUP COMMENTS ON SAFETY AND SECURITY (13 TOTAL)

- Be more proactive to keep rates low, youth involvement, community learning
- provide funding to CLCs and similar programs, add indicators to make it citywide
- radio upgrade, fire station relocation, police substation
- worth investment in future, need to replace pipes
- adequate radio time; nursing homes and such need to be located closer to emergency transportation
- money needs to be allocated to take care of dilapidated or neglected properties; mental health
- community mental health, adding additional police resources; housing, sidewalks, etc.
- South Beltway is a safety issue, semis run red lights on Hwy 2
- Concerned about outdated police radio system; in support of station moving plan
- Be more specific about areas
- Youth activity is seen as irrelevant, needs to be seen as future investment; connectivity church/school/community/community learning centers
- more programs needed
- Restructure placement of fire stations; new call system

INDIVIDUAL COMMENTS ON EFFICIENT TRANSPORTATION (27 TOTAL)

- 60% is too low for a small midwestern city of our size. Traffic travel times need improvement; synchronize lights/traffic flow
- City and 2015 Vision
- close maintainance funding gap
- Concerns about streets not being repaired--bike riders, 14th St. bike paths not safe
- funding gap
- If more people took bus, less road problems
- Need another hub outside of DT--all busses transfer DT, creating a barrier to usage (travel time too long)
- Need transportation besides Star Tran
- not serving (efficiently) east and southern Lincolniters
- Older streets need attention, this includes sidewalks
- Road maintainance is huge! Sidewalks included!
- We must keep our infrastructure in good shape!
- 10% for alt. transport too high
- City already has a fantastic trail systme, but has structural communication problems with Lincolniters. Focus should be on championing what we already have constructed, not additional capital outlay.
- City is making great strides to do this
- Take care of longitudinal ruts/cracks on on-street bike routes. Alternate trasport (biking, walking, bus riding) takes congestion off roads!
- The combination of the south beltway and Hwy 2 widening will make this safe and handle future traffic

- Walking bridge over main streets like O St. and East Park would allow for more pedestrian traffic to Gateway
- Better routes to encourage more ridership
- Bond issue needed
- hours and routes
- Increase bus hours
- Not concerned with reliability--doing a good job; issue is accessibility and transport time. Next issue is how to get there --> cannot just sink \$ in a non-working system
- not currently done
- People who need the service the most need to be targeted
- System needs to be privatized, removed from public expense
- We need it but where will money come from?

INDIVIDUAL COMMENTS ON SAFETY AND SECURITY (18 TOTAL)

- adding 4th goal:
- CLC's need increased funding and perhaps even 2nd high school used for CLC
- future growth don't be content meeting goals, SURPASS them!
- Need more information
- ok now, but future? Focus on prevention! News seems to indicate burglary is up!
- specify budget idea/cost
- The goal is right, just not meeting it
- what about future benchmarks
- indicator: reduce dilapidated or neglected properties which are often the site of crime related activities
- out-dated radio system/response time support of new station
- preparation is better than disaster (70,000 plus feet of known deficient drain pipe! After Boulder?!)
- will the outdated radio system
- Recommendation:CLC's could be folded into elder care/communicates when schools can't sustain? How can senior population have a role on geriatric population?
- add an ambulance! Quick response saves lives!
- The goal should be split into parts. The whole city, and the the problem "ellipse" of crime area. Have a goal to improve the "ellipse."
- Restructure fire stations
- Youth need a place to go!
- Remember 9/11 and lack of cohesive communication!



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