

DRAFT Minutes  
**Transit Development Plan Advisory Committee**  
March 29, 2007  
4:00 p.m.  
Hall of Justice, Police Training Room A

**Attendees:** Committee Members: Nye Bond, Jill Flagel, Rod Griess, Randy Hoskins, Dallas McGee, Patte Newman, Kim Phelps  
(Beatty Brasch, Jennifer Dam, Susan Epps, Kevin Johnson, Jane Stricker, Tamara Wellmann absent.)  
Core Staff: Larry Worth, Brian Praeuner, David Cary  
Consultants: David Sampson and Stuart Geltman of Urbitran

**I. Welcome**

David Cary called the meeting to order at 4:10 p.m. He noted that the public open houses the previous day were successful with approximately 300 people attending. Many people came in with concerns, but the vast majority seemed to be satisfied once the correct information or an explanation was given.

**II. Approval of Minutes from November 9, 2006 Advisory Committee Meeting**

Due to the lack of a quorum, the meeting minutes were not voted upon.

**III. Review Meeting Materials**

Cary briefly reviewed the handout on the fact sheets for the year 1 proposal, future expanded services, capital improvements, and marketing and planning.

**IV. Review Near-Term Service Proposal**

Cary began a PowerPoint presentation and stated that the Transportation Development Plan (TDP) has near and long term portions. The purposes are to enhance service and improve efficiencies of the system. The study process includes public open houses, a plan review process, the city budget approval in the summer of 2007, the proposed transit plan marketing in the fall or winter of 2007 and the proposed transit plan implementation in 2008.

The near-term service proposal includes more efficient and enhanced fixed route bus services, new neighborhood routes, enhanced downtown shuttle service, and a revenue neutral strategy using current funding levels.

The weekday fixed-route service proposal includes new service standards used to develop routes, downtown interlining of routes and concentrating service on major streets. It is proposed to have 30 minute peak service during the day and 60 minute off-peak service on most routes with a 14 hour service day and 7 hour peak service.

Cary noted that there was a lot of positive feedback at the open house on the new service at the Highway 2 Wal-Mart and the heart hospital.

Two weekday neighborhood routes are proposed including one at south and east neighborhoods to South Pointe Pavilions and Westfield Gateway and the other serving northeast neighborhoods via Westfield Gateway.

The Saturday fixed-route service replicates weekday routes with some exceptions. They are proposing 60 minute service on most routes with a 12 hour service day.

The downtown shuttle was designed to be consistent with the Downtown Master Plan. The daytime shuttle is a 12 hour service day and serves the weekday downtown daytime businesses and workers. It is proposed to have 10 hours of service with 1 bus and 20 minute headways and 2 hours of service with 2 buses and 10 minute headways at lunchtime. The evening shuttle is a new service. It is tied very closely to the Q and P corridor and is also consistent with the Downtown Master Plan. It has a 6 hour nighttime service, serves the evening entertainment and retail corridor with 2 buses on 8 minute headways. It would operate Thursday, Friday and Saturday, which are the most active nights in downtown. It is a fare-free service, and there will be unique “branded” buses. The University and Haymarket will be served. There are some parking impacts with a net increase of on-street downtown parking.

Cary noted that future expanded service possibilities are contingent upon securing additional funding. He stated that this presentation has been given to the Downtown Lincoln Association, the Lincoln Independent Business Association, the Haymarket group and bus drivers union in addition to the public at the Open Houses, and there has been general support for the proposal from these groups.

## **V. Discuss Results of Open Houses**

Sampson stated that the consensus building process is working in this process as there has been general acceptance of the plan. The plan was taken to the public at the open houses yesterday. The first thing he noted is that there was fear and confusion with the proposals. Most of those people were reassured once they were given the correct information. StarTran will do a marketing and outreach campaign. There was also a lot of cynicism in that the attendees felt their concerns would not be listened to. He feels that those concerns will be alleviated as we begin to review and adjust the plan. Other comments included people being upset in their interpretation that there was less service, the belief that the current system is good with no need for change, and others believing that the plan is terrible. In reviewing the comments, they feel there are things they can adjust to address the real concerns.

Geltman stated that the key differences in the map today and the map reviewed in November is the service to the south Wal-Mart. He then reviewed the comments received at the Open House. One of the first is the Colonial Hills area. It is possible that they might be able to serve that area in the same manner as it is today. It would be an AM and PM peak route. Another area that could be served during peak periods is the area surrounded by Pine Lake Road, Old Cheney, 27<sup>th</sup> Street and 40<sup>th</sup> Street. On the orange route, several comments were received about going in to 70<sup>th</sup> and Pioneers and serving areas along Pioneers Boulevard.

There were also questions on the yellow route with respect to serving two hospitals and whether the route will run counterclockwise or clockwise. There were a number of concerns with the

black route; one being Eastridge in that they will lose service or have to walk a few blocks. They will look at other options for that route. Newman expressed a concern with stopping a bus on 56<sup>th</sup> Street with vehicles not being able to get around the bus.

Geltman stated that there were comments on serving the Northhills Apartments on North 27<sup>th</sup> Street. There is a possibility of bringing the bus behind Wal-Mart to serve the apartments and North Star High School. Sampson noted that reliability of the bus timing is more important than how long it takes to get to their destination.

Geltman noted that comments were received from the West A riders who like the fact that the service will run all day. There were also a few comments on the Gaslight route as well as comments on problems with serving the Highlands and Kawasaki, but again, people appreciate the fact that it will run all day. The remainder of comments are very localized, and they will see if they can be accommodated.

Cary noted that all the changes will not be able to be made, but they will consider all comments.

Sampson stated that they were able to adjust some of the routes to accommodate concerns. However, they do not want to mislead anyone by thinking that they were able to accommodate every concern.

## **VI. Discuss Long-Term Service Options**

Sampson stated that depending on funding, they will look at the needs of the system. They want to get direction from the committee on the highest and lowest priorities for the next five years. Possibilities include 30 minute routes instead of 60 minutes, neighborhood services on Saturday routes, evening service, additional neighborhood services, Sunday service, new service types, transit commuter system between Lincoln and Omaha, streetcars on rail, express bus, and park-and-ride.

The committee identified their top priorities as providing evening service Monday through Friday to enable people to get to and from work, increasing the frequency on high volume routes, and providing service to new development areas such as at 84<sup>th</sup> and Adams and the new SuperTarget. The committee further identified services that they feel do not need to be in the five-year plan as Sunday service, express bus, commuter service between Lincoln and Omaha and rail cars.

Cary noted that evening service and service to new growth are the top two services supported by the public as well.

## **VII. Next Steps/Next Meeting**

Cary noted that the next meeting has not yet been set, but will be when the draft plan is finalized. This committee will then recommend a plan to the StarTran Advisory Board.

## **VIII. Adjournment**

The meeting was adjourned at 5:41 p.m.