

RECEIVED

JAN 31 2011

Lincoln/Lancaster Co.
Planning Department

MEMO

Date: January 28, 2011

To: Marvin Krout, County/City Planning Department

From: StarTran Advisory Board

Re: Input to Transit Section of 2040 Long Range Transportation Plan

Per your request the StarTran Advisory Board has been meeting to discuss input to the transit section of the 2040 Long Range Transportation Plan. This memo reflects the Board's recommendations for input to this plan:

The three main themes the Advisory Board agreed upon were:

1) Given the selected growth scenario (primarily alternative B) that increases urban density with continued growth on the City's edges, the ability for Star Tran to effectively serve the entirety of Lincoln is going to become increasingly more difficult. This will particularly be the case if Lincoln continues to expand Eastward towards the Stevens Creek area and/or continues to operate with only the downtown hub. As a result, the Operations Sub-Committee concluded that it made sense and that it ultimately may become necessary to provide transit services to those areas which provide the maximum amount of ridership potential, whether the growth pattern supports more infill development or fringe development. This approach mirrors the recommendations resultant from the 2007 Transit Development Plan, which recognized that alternative modes and services could be utilized in the urban area to most effectively meet the transportation needs of the population such as:

- Additional multi-modal hubs
- "Point to Point" express services and "Park & Ride" services in fringe areas
- "Corridor" express services
- Traditional fixed route express services.

2) A greater need to coordinate alternative modes of transportation with public transportation such as bicycling and pedestrian is recommended in the 2040 plan.

3) Explore organizational structure changes to maximize efficiencies. Such organizational structure changes include possibly creating a transit authority or joint development partnership with other entities.

As the Lincoln urban area continues to expand, public transit may not be the most effective means of meeting the transportation needs in some area. Therefore, public transit service areas which can be effectively serviced, utilizing available modes, will be identified based on need and financial resources. For planning bus replacement consideration should be given to right-sizing the type of vehicle based on rider demand to maximize efficiencies. Employing this strategy may require changes in federal transportation regulations that limit total equipment inventories. In addition, life cycle ownership costs between full-size and lower capacity buses will need to be examined.

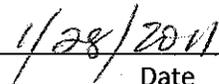
Other items the Advisory Board felt were important:

- Given the selected growth scenario (primarily alternative B) that increases urban density with continued growth on the City's edges, future transit services may need to take a different service approach than what is identified in the current comprehensive plan. The current comprehensive plan, in a general sense, says to provide transit services to most of the city, when effective. Given the current funding challenges a selective approach to providing service is more viable and realistic model long-term. Such selective approach may simply mean providing service to those areas, whether infill/current areas or new developments that have the greatest potential and/or need for transit ridership.
- Providing public transportation is a balancing act and it would be prudent for the 2040 Comprehensive Plan language to be flexible in nature so that years down the road the next comprehensive plan writers can easily respond to changes.
- Emphasizing the importance of technology and how it can play a positive role in the future. Intelligent Transportation Systems (ITS) can increase convenience and attract riders to the system.
- Strengthen the language in the plan in the area of external factors that influence transit ridership. Such factors include abundant supply and low cost parking, automobile travel time is low, gas prices. Providing good pedestrian access and transit amenities are other factors that influence transit ridership.
- Maintain regulatory federal compliance so as not to jeopardize available funding opportunities
- Recognize that public transportation can be an economic development tool and should be part of the development decision making process.

StarTran Advisory Board Members:



Kim Phelps, Chair
Beatty Brasch
Mitch Paine
Stephen Speicher
Debby Brehm
John Baylor, Vice Chair
Kory George



Date

cc: Mayor Chris Beutler

Adv Bd mm to Mkrout-LPlan 2040 1-27-11(2)
cjt