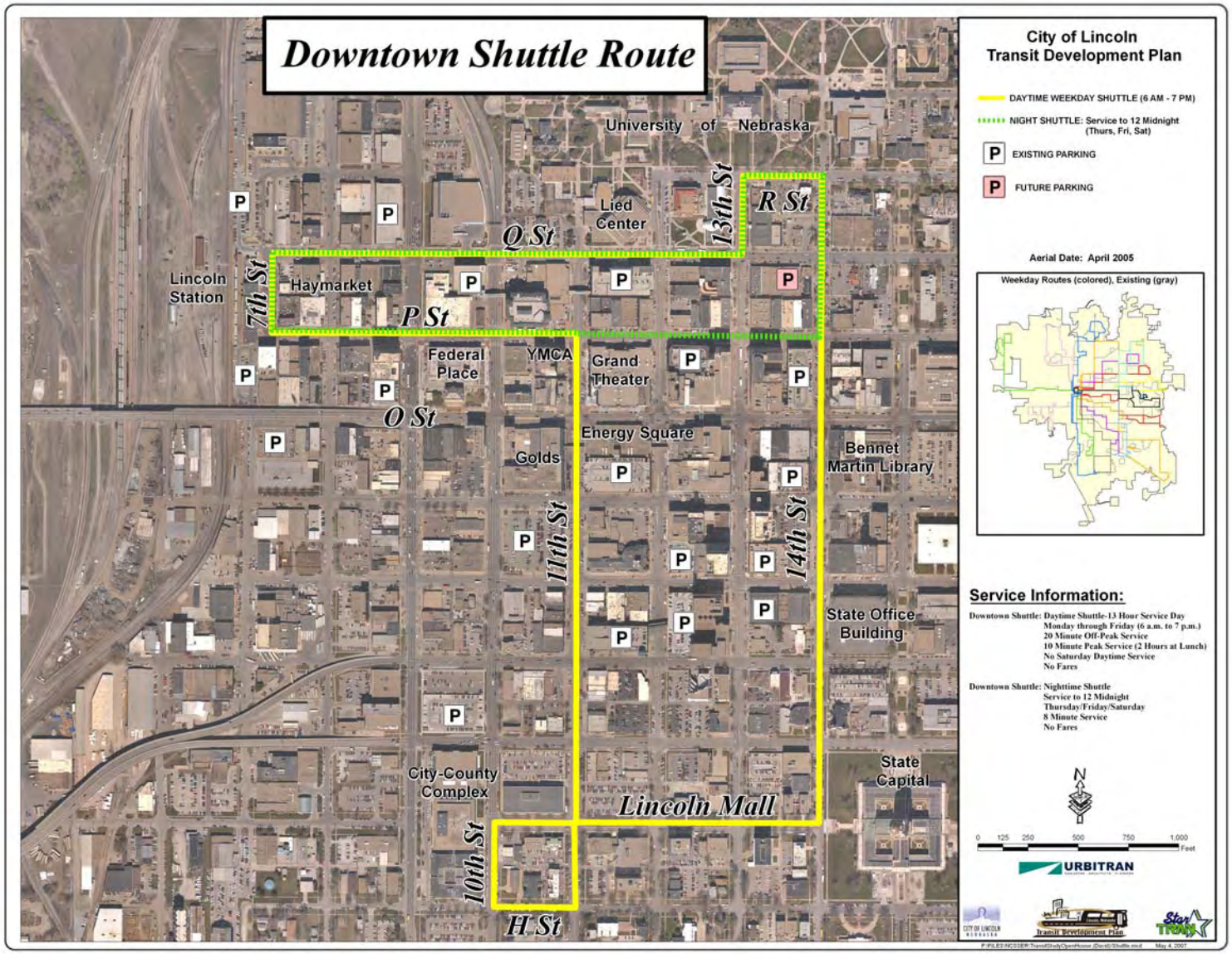
Figure 6-14: Downtown Shuttle Routes



The following presents fixed routes that operate on Saturdays only. They are modified versions of weekday routes that combine with different routes or are extended to increase the coverage areas. These are in addition to the fixed routes listed above that operate on Saturday.

Saturday Belmont/Arapahoe

The Belmont/Arapahoe (Blue) Saturday route is a Saturday combination of the weekday Blue, and Green routes. This route provides north/south service through downtown connecting South Pointe to Belmont and the areas along North 27th Street. Service operates through downtown, with the route having a roundtrip cycle time of 120 minutes with service operating every 60 minutes. This route requires two buses on Saturdays. This route operates a total of 24 hours on Saturdays. Figure 6-15 shows the routing of the Belmont/Arapahoe Saturday route. This route serves the following generators:

Park Middle School
Irving Middle School
Bishop Heights Shopping Center
SouthPointe Pavillions
UNL City Campus
State Fairgrounds
Goodrich Middle School
North Wal-Mart
North Star High School
Autumnwood

Saturday Union College/Arnold Heights

The Union College/Arnold Heights (Green) Saturday route is a Saturday combination of the weekday Green, Brown, and Purple routes. This route provides service to much of the southern neighborhoods of Lincoln, providing a connection to downtown and across to the Arnold Heights area west of downtown. This route has a roundtrip cycle time of 120 minutes with service operating every 60 minutes. This route requires two buses on Saturdays. This route operates a total of 24 hours on Saturdays. Figure 6-16 shows the routing of the Union College/Arnold Heights Saturday route. This route serves the following generators:

Bryan West Hospital
Irving Middle School
Bishop Heights Shopping Center
Union College
Lincoln Southeast High School
West Gate Industrial Park
West Gate Shopping
Air Park
Lancaster County Corrections

Figure 6-15: Belmont/Arapahoe (Blue) Saturday Route

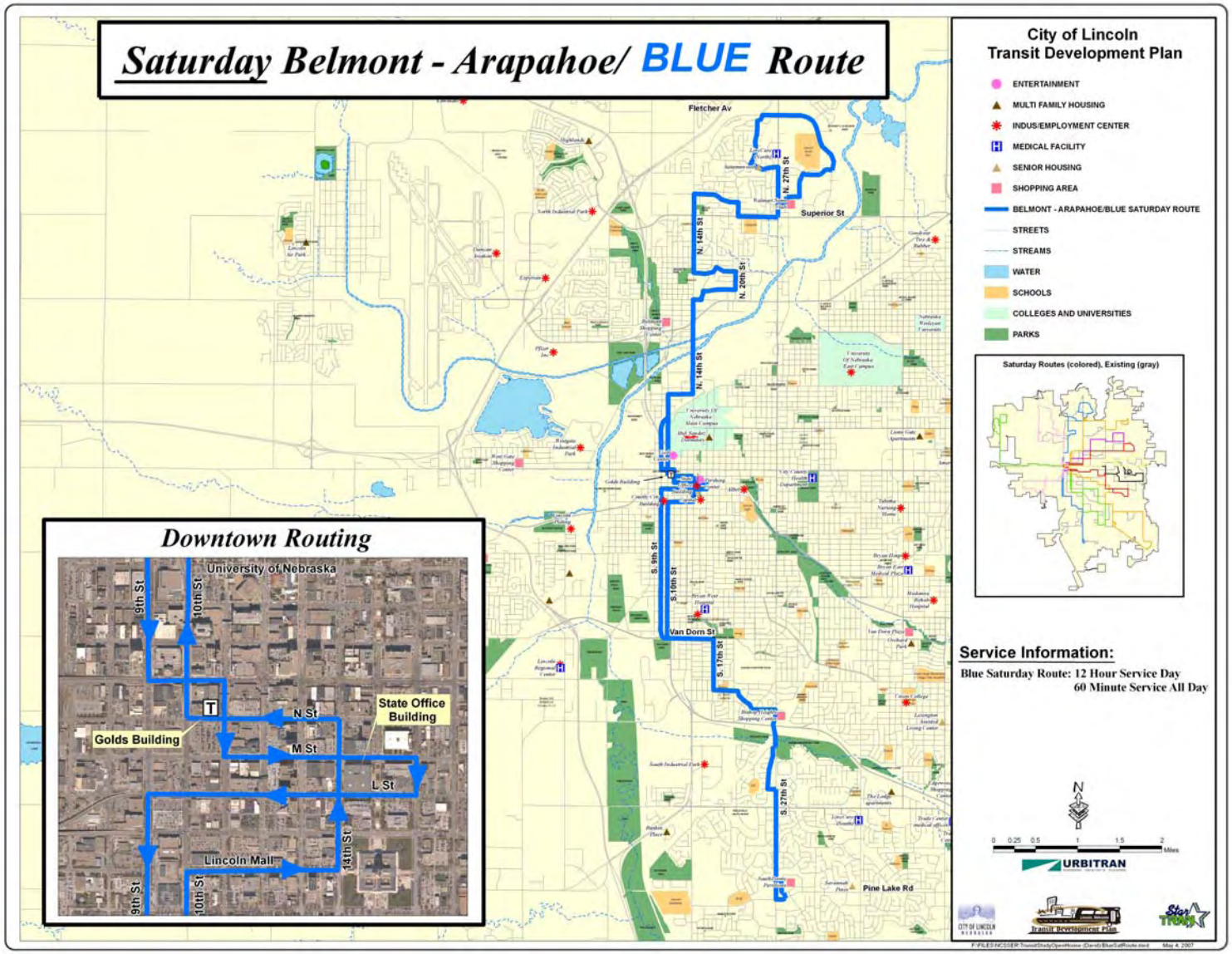
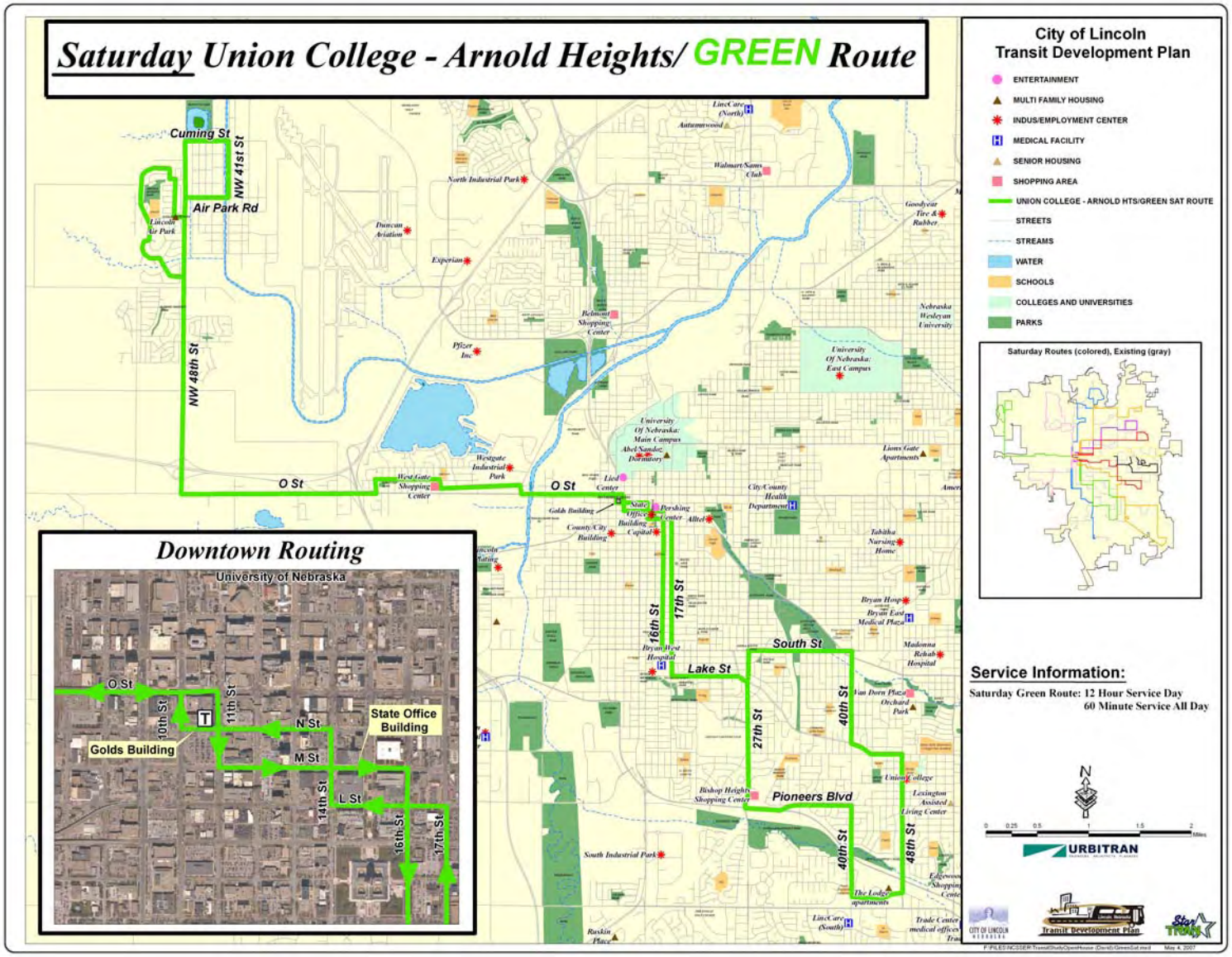


Figure 6-16: Union College/Arnold Heights (Green) Saturday Route

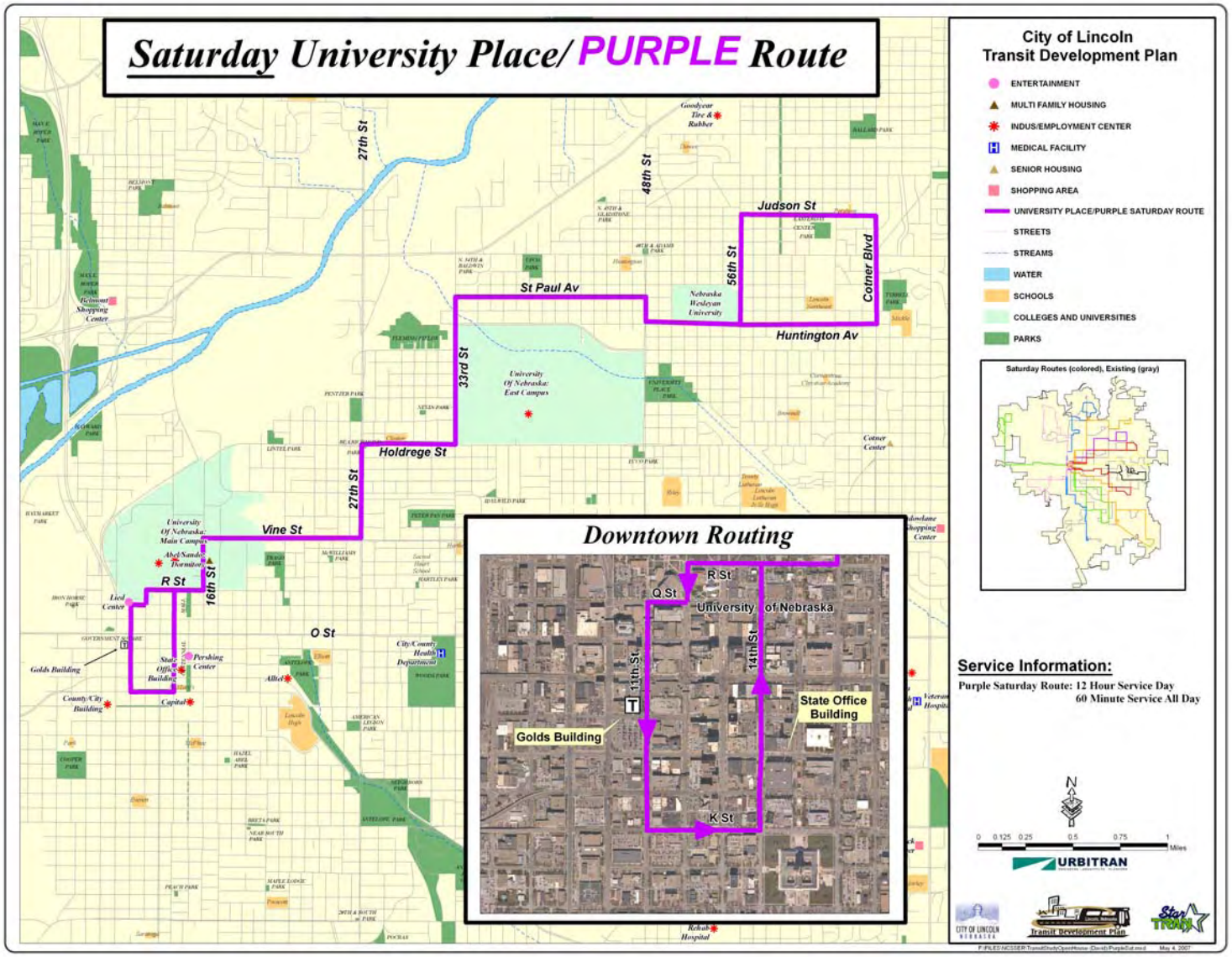


Saturday University Place

The University Place (Purple) Saturday route is a shortened version of the weekday Purple route, serving only the northern portions of this route. This route connects the University Place area to downtown. This route has a roundtrip cycle time of 60 minutes with service operating every 60 minutes. This route requires one bus on Saturdays. This route operates a total of 12 hours on Saturdays. Figure 6-17 shows the routing of the University Place Saturday route. This route serves the following generators:

UNL City Campus
UNL East Campus
Nebraska Wesleyan
Mickle Middle School
Lincoln Northeast High School

Figure 6-17: University Place (Purple) Saturday Route



Future Year Recommendations

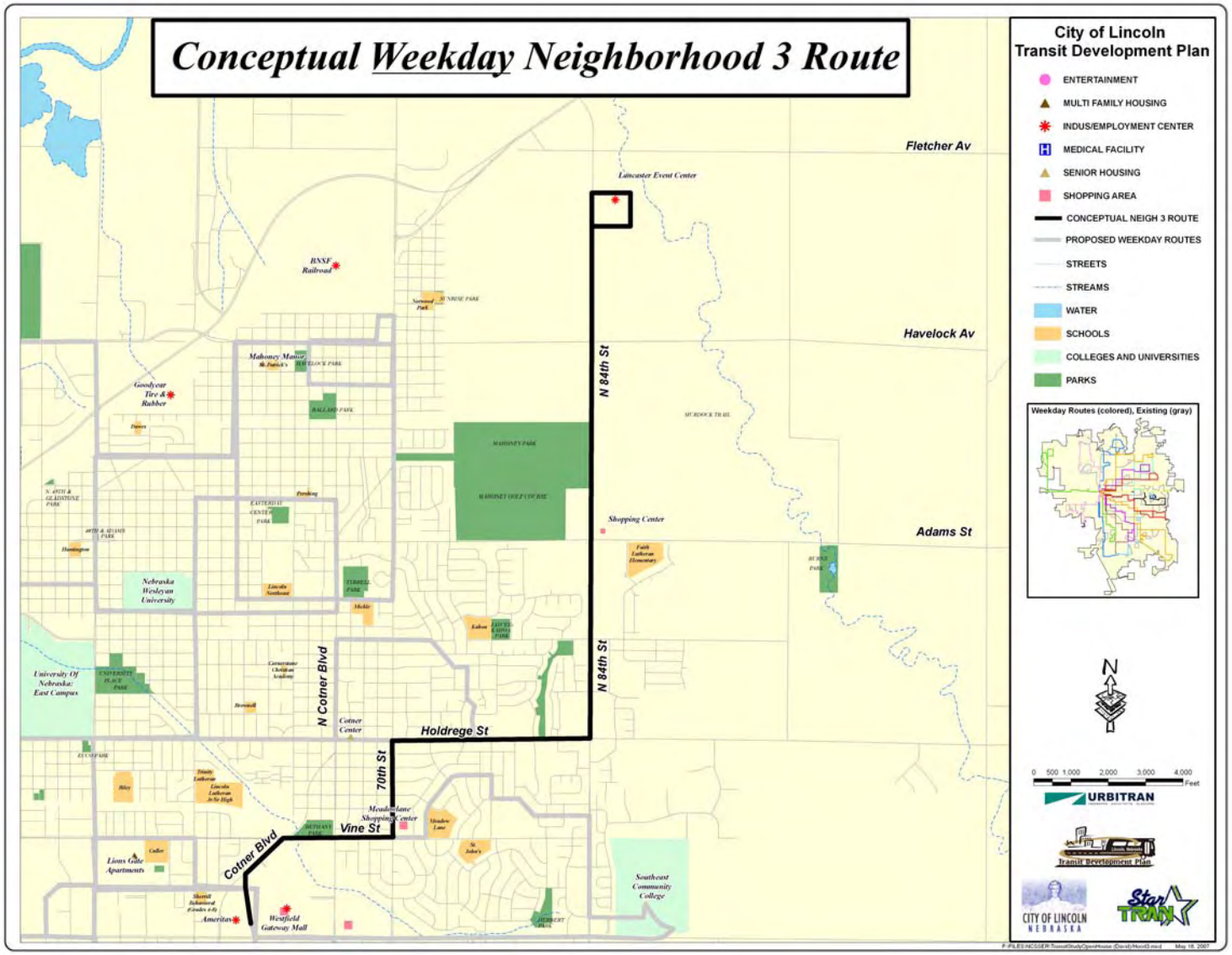
A number of other proposals were discussed as part of this study. Many of these items are not appropriate for year 1 of the plan but should be considered during the five year time frame of the plan. Others items require major investment and would not likely receive funding for many years. All future recommendations are contingent on funding. Short term recommendations can be implemented in a short time frame assuming funding can be found. The short term items are items that would be implemented within a five year timeframe. Below is a prioritized list of short and long term recommendations

Evening service – operate bus service later into the evening. Evening service can be accomplished in a number of ways including expanding service on certain weekday routes later into the evening, using the Saturday route network to provide evening service, or creating a completely new evening route network. For Lincoln, the likely operating plan for evening bus service would be to start with the more productive routes, and expand service until 10:00 PM adding an additional 3 hours to the service day which would cost approximately $$55,536 in year 1 per route or bus. Additional routes would be added to other routes based on the night time performance of the trial route or routes, and when money is available for the extended span of service.

Increased service on current routes – operate routes with high ridership more frequently to meet ridership needs. This would entail adding additional buses to routes in order to increase frequency during certain periods of the day, increasing frequency from 30 minutes to either 20 or 15 minutes during the peak periods or increasing frequency from 60 minutes to 30 minutes during midday periods. The routes with the highest ridership would be the best candidates for increased service. The bases for adding service would be based on the ridership levels measured a year after implementation of the new route network. To add a single bus to a single route would require and additional 14 hours of service per day which would cost approximately $259,168 in year 1. This cost is based on the cost to operate regular fixed route service

Service expansion – provide service to new generators or developing areas. New developments are being approved and built, and service should be extended to these new areas as demand and activity warrants. This can be done by expanding current fixed route or new neighborhood services, or creating new fixed route or neighborhood services. The cost structure for these services would be the same as the regular route costs, and would be based on the number of additional service hours for any new service. The number of hours would depend on how far service needs to be extended from the current route, how frequent the service would be, how late it would run, and if additional vehicles will be necessary, or if it will require a brand new route. A cost estimate for service expansion is not provided since the estimate would have to be very specific to what areas are going to be served. Likely locations that service should be expanded to include the Lancaster County Events Center which would be accomplished by either a new Westfield route and/or and extension of the Havelock route, or to the developing areas along Yankee Hill Road which would likely be an extension of routes that serve the southern portions of Lincoln. Figure 6-18 presents an example of a service expansion with a new route serving the Lancaster County Events Center.

Figure 6-18: Conceptual Service Expansion Route



Express services and park and ride – provide fringe area park and ride with express bus service into downtown. This would be a new service type designed to provide fast service from areas in the fringes of the city into downtown. This would allow for people who drive into downtown now to have the option of a quick trip to downtown so they would be encouraged not drive. These express services would primarily operate during the peak periods. Figures 6-19 and 6-20 give examples of possible express routes. Each express route bus would operate 6 hours a day, with a year 1 cost of $111,072 per bus, which is based on the cost of regular bus service. Additionally, there may be costs associated with park and ride including signage, construction cost of a parking lot, or lease cost if an existing parking lot is used.

If a major retail establishment is used as a park and ride, fairly often a lease is not charged. Retailers tend to have excess capacity in their parking lots during the week and a park and ride does not interfere with their business. Also, retailers have seen increase in business from park and ride users, as many park and ride users will make purchases at the retail establishment when they use the lot as a park and ride. For that reason, many retailers do not charge a lease for park and ride lots.

Implement flexible services – Flexible services such as route deviation, point deviation, and demand response services may be considered in the future for certain areas that generate fewer passengers or are developing areas that regular fixed route transit is not feasible or productive. These routes are different from regular route services as they have the flexibility to travel off the regular route when requested or have no regular fixed route. Route deviation services have a regular fixed route but are designed to allow the transit vehicle to provide more personal service by allowing for deviations. Point deviation services have no fixed route but do have a fixed schedule of times when the vehicle is supposed to be at certain time point locations. Passengers on point deviation services would have to call to request a ride unless their origin or destination is near one of the vehicle time points. Demand response has no fixed schedule or times and operates in a similar manner to the Handi-Van service where passengers call and request a ride. These flexible services would be designed around a hub outside of the downtown area and timed to meet regular fixed route services so passengers are able to connect to downtown and other StarTran routes. Figure 6-21 gives examples of demand response service zones. The cost to operate a single demand response vehicle for 14 hours a day is $250,432 in year 1. Additionally, the capital cost of each demand response vehicle is about $60,000. This is based on the cost to operate Handi-van service, since they are similar vehicles.

Figure 6-19: Conceptual Express Route 1

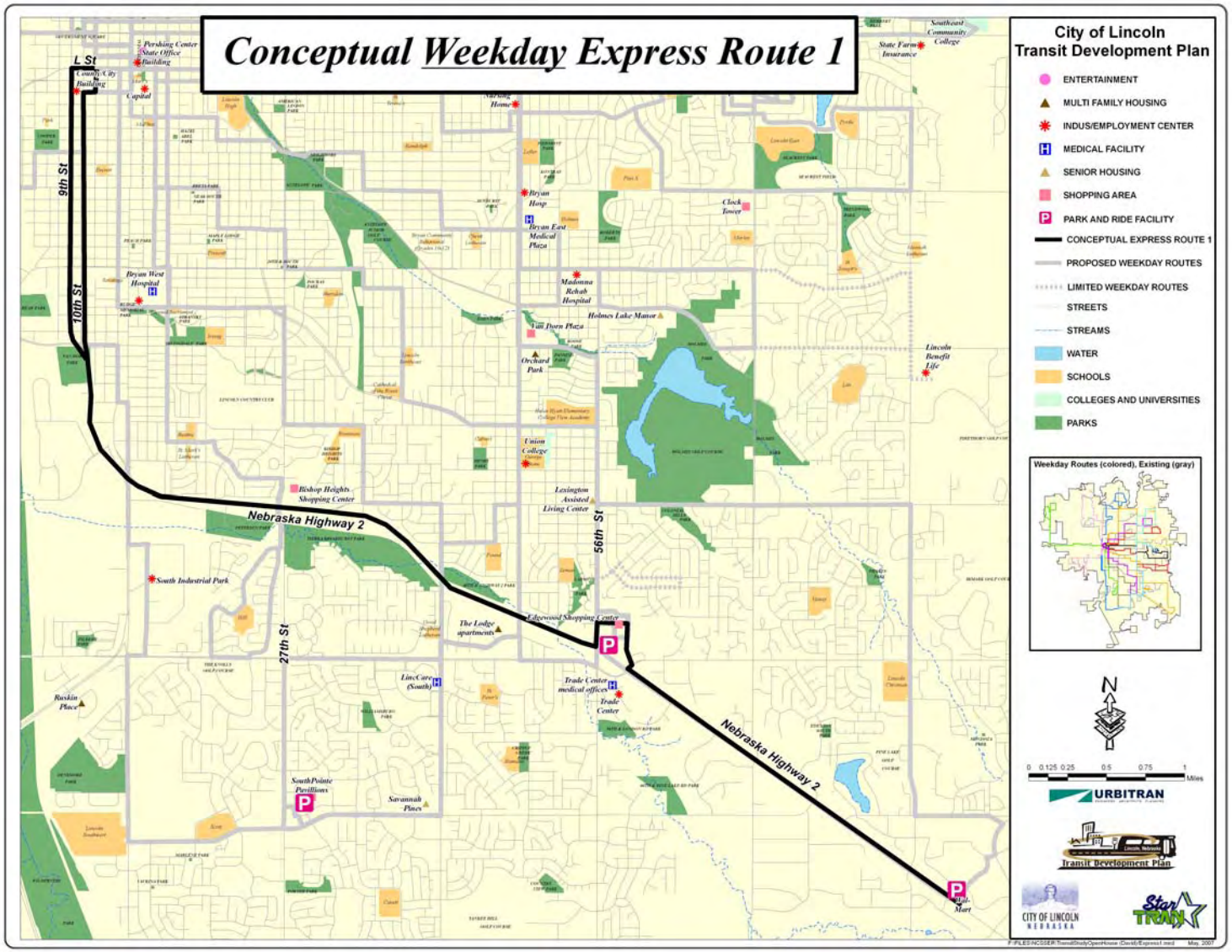


Figure 6-20: Conceptual Express Route 2

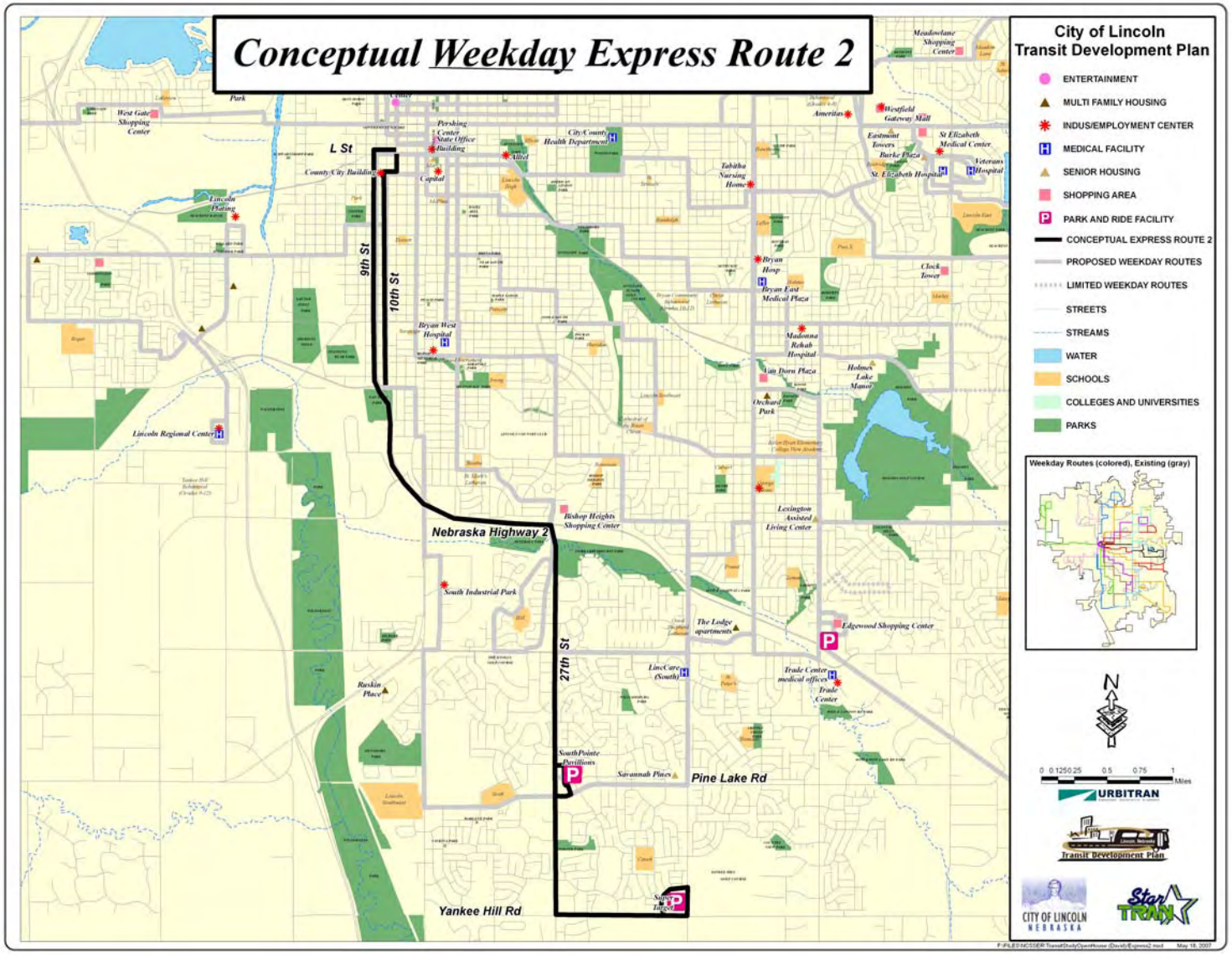
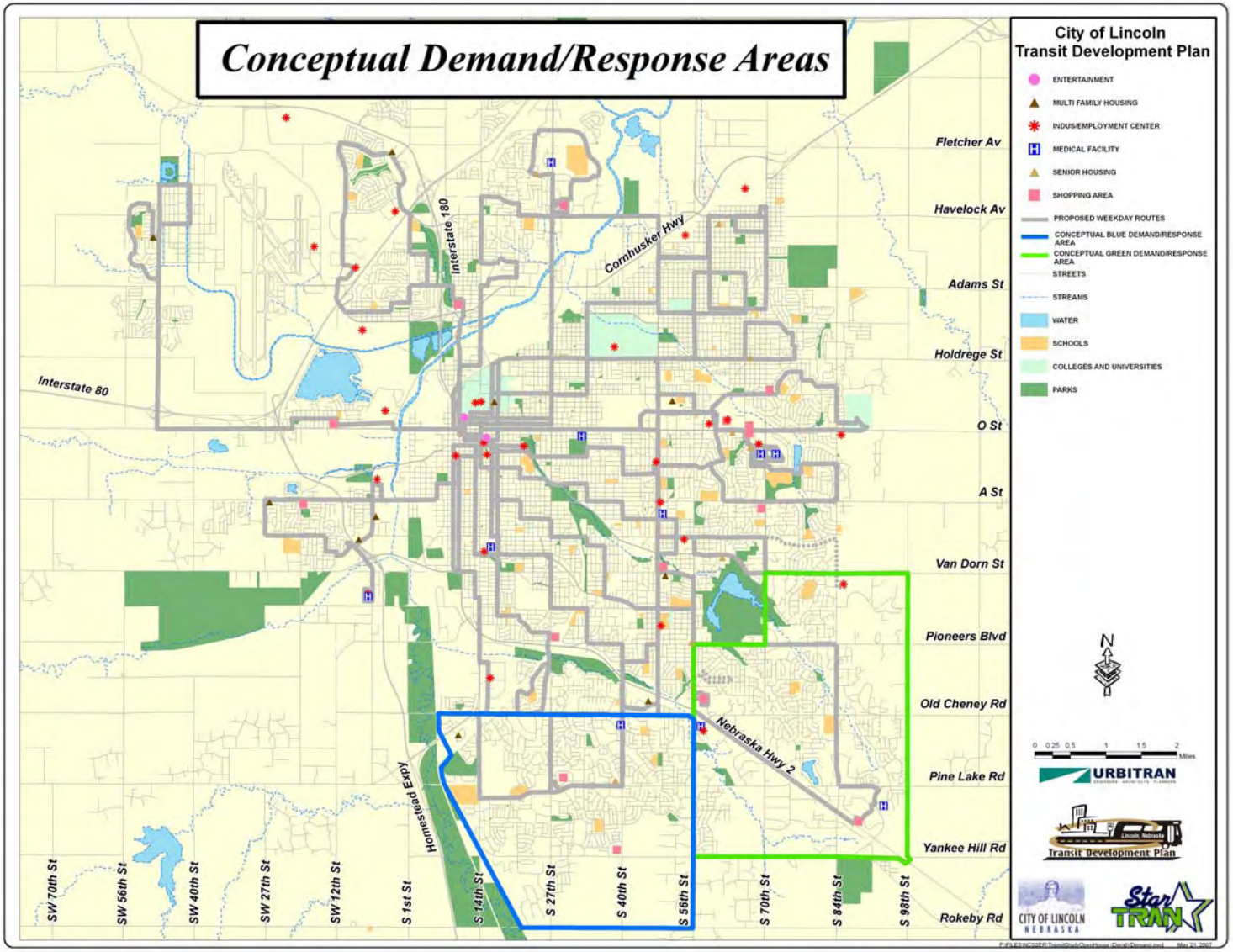


Figure 6-21: Conceptual Demand Response Areas



While the plan is designed to be a five year plan, additional items that would be implemented in a time frame beyond five years were discussed. Some of the longer term recommendations are items that should be considered in a time frame of 10 to 20 years from now. These items are included because some of them are large capital cost items that require long term planning. Below are some of the items that can be considered in the long term including:

Coordinating and contracting for service in rural areas in order to connect these areas to Lincoln as well as with UNL Transit Services - StarTran could "re-invent" itself in changing its organizational structure, providing a marketing opportunity that could be coupled with the service improvements that are recommended in this TDP. The service area would not be restricted to the City, if the County were to be a participant. If all three of the proposed public agencies joined together, the resulting agency could potentially save money by consolidating common functions, such as administration, grant writing, purchasing, maintenance, dispatch, training, etc. If the University of Nebraska were to be a participant, the overall transit needs of the students, staff, and administration could be better addressed in that there would be a University representative on the board of the new joint public agency. While the University's current transit system has good transit coverage directly adjacent to campus, there are students dispersed throughout Lincoln that have more limited transit service and no evening service. If the County were to be one of the participants, there would be the possibility of merging StarTran's ADA paratransit program with the rural van program to create economies of scale with regard to scheduling and dispatching. There is currently very little service coordination between the rural Lancaster County transit program and StarTran's ADA program. Implementation of coordinated services could be quick if all parties are interested.

Downtown Streetcar service – This is based on a concept developed in the Downtown Lincoln Master Plan. The Lincoln Downtown Master plan states that as an explicit development-inducing tool, streetcars are effective for several reasons: Successful track record of attracting development – a number of cities with recent streetcar investments (Tacoma, WA and Buffalo, NY, for example) credit the streetcar with catalyzing development in infill neighborhoods. The permanence of rail – the commitment involved in building a fixed rail line can be a convincing factor in influencing developers, residents and businesses to invest in properties near the rail line. No such situation occurs with bus routes, which can be easily rerouted. Developers are often willing to participate in financing – in Portland and other cities, developers were willing to "tax themselves" either through fees, benefit districts, or other forms of exaction, to receive the benefits of a fixed streetcar system. There is no similar relationship between developers and buses. Streetcars attract tourists and "occasional riders" – with streetcars, a particular market for "choice" riders is tourists. Rail systems in general and vintage streetcar systems in particular, have many qualities that tourist's value. The streetcar would be a downtown circulator providing the service to some of the same areas that the downtown shuttle would serve, however have a much higher capacity. The streetcar would also be the beginnings of a streetcar/light rail system that would serve many areas of Lincoln.

Second Transit Hub Development – as the city grows in the future and the Downtown no longer can serve the entire community with transit routes efficiently. A second hub would become necessary as the ability to provide 1 hour fixed-route service to and from downtown is no longer feasible for some areas. This concept can also build off of the current proposal of having the two

"O" Street and two neighborhood routes all stop at the Westfield Gateway location. Additional neighborhood routes could begin and end at such a location outside of downtown and then make transfers to downtown or other areas of the city made possible through a new secondary hub. An appropriate location would be in the vicinity of 56th and "O" Streets.

Express Commuter Bus service between Lincoln and Omaha - the findings of the December 2003 Wilbur Smith Associates and HWS study conducted for the Nebraska Transit and Rail Advisory Council that looked at commuter rail service options and costs and found that "Express bus service between Omaha and Lincoln could be used to test the market strength for enhanced public transit service in advance of committing to heavy investment associated with commuter rail implementation." This service would be much lower in cost than rail, and it is something that could be implemented in a relatively short time-frame if funding became available. The findings of this study state that express bus options "appear easier and more practical to implement than commuter rail." We would need to emphasize the need to integrate any possible express bus service with both StarTran and MAT transit services in Lincoln and Omaha respectively to facilitate the rider's journey to and from work, school, and other destinations. There also is much more detailed study needed before any implementation would occur.

Provide bus service on Sundays – This is a rather low priority in the Lincoln area. If Sunday service were to be implemented, it would be rather limited, with service only on the highest performing bus routes for a very limited portion of the day.

Fare Recommendations

The current fare structure was implemented in September 2005, where the base fare was raised by 25% from $1.00 to $1.25. Fare revenue is an important source of funding for StarTran, and a fare change will be necessary to cope with increase costs for StarTran. A 20% increase in the base fare raising the base fare from $1.25 to $1.50 should be considered within the five year timeframe of this plan, with comparable increases across the board for other fares. A 20% increase in fares will likely result in a 6% decrease in ridership.[9]

Ridership Estimate

This section presents the estimated annual ridership for the five years of this plan. The modified route network will affect ridership on all services that StarTran operates. Mathematical computations were used to estimate ridership changes taking into consideration improved service levels and changes in the route structure. Below are the assumptions used for estimating annual ridership for each route:

- Ridecheck data was used to distribute ridership from existing routes to the proposed routes, as well as by time of day

[9]A fare elasticity of -0.29[9] applied universally to ridership for fare increases, which is consistent with the Simpson/Curtin Rule

- Ridership changes were calculated based on frequency changes using a 0.37 elasticity[10] applied to time routes and time periods when frequency improves (for every 10% increase in service, ridership increases by 3.7%)
- Background ridership growth of 1.5% assumed based on regional population growth of 1.5%[11] per year based on historical patterns in Lincoln and expected growth

The ridership estimate and projections compare ridership for all of the regular fixed routes except for the Downtown Shuttle. Ridership estimates for the Downtown Shuttle are very conservative since the new shuttle significantly modifies the routing and structure of the Star Shuttle. Saturday ridership estimates could not be developed since ridecheck data was not available so ridership is assumed to be the same as today since some areas will receive a higher level of service while other areas may lose access to service. Also, ridership on such services as Handi-Van, Route 24, and other services are not expected to change since these routes were not modified. This allows for conservative ridership estimates for StarTran services that can be used for budgeting purposes. Annual ridership for the next five years is presented on Table 6-3. The ridership figures on this table represent the total annual ridership taking into account a slight loss of ridership in the beginning of year 1 and a recovery once the public adjusts to the new services.

Table 6-3: StarTran Regular Route Annual Ridership Estimate

Route	Year 1	Year 2	Year 3	Year 4	Year 5
Bethany/Normal (Red)	196,324	199,269	202,258	205,291	208,371
Belmont/Salt Valley (Blue)	160,742	163,153	165,600	168,084	170,605
South Pointe (Brown)	105,809	107,396	109,007	110,642	112,302
Havelock/Highway 2 (Orange)	190,682	193,542	196,445	199,392	202,383
West A/Gaslight Village (Pink)	81,777	83,004	84,249	85,513	86,795
O Street – SCC (Yellow)	136,274	138,318	140,393	142,499	144,636
O Street – Vets Hospital (Black)	97,396	98,857	100,340	101,845	103,373
Arapahoe/Arnold Heights (Green)	153,670	155,975	158,315	160,689	163,100
University Place/College View (Purple)	223,084	226,430	229,826	233,274	236,773
Westfield South/Neighborhood 1	20,816	21,128	21,445	21,767	22,093
Westfield North/Neighborhood 2	11,150	11,318	11,487	11,660	11,835
Downtown Shuttle	54,888	55,711	56,547	57,395	58,256
Saturday Ridership	77,500	77,500	77,500	77,500	77,500
Ridership from other sources*	382,971	382,971	382,971	382,971	382,971
Total	1,893,083	1,914,572	1,936,384	1,958,522	1,980,993
Percent Change	2.13%	1.14%	1.14%	1.14%	1.15%

Includes ridership from Handi-Van, Route 24, Booster Services, and other services

The two Westfield routes have very conservative ridership estimates. Due to the nature and operating environment of these routes, an accurate ridership estimate could not be developed. While both of these routes are similar to current 48th Street Shuttle in operation these routes are operating in different environments than the 48th Street Shuttle, penetrating into neighborhoods in the east side of Lincoln. The Westfield North route will penetrate into neighborhoods that currently do utilize transit services instead of operating along 48th Street away from the

[10] From *Patronage Impact of Changes in Transit Fares and Services*, US Department of Transportation Urban Mass Transportation Administration, 1980

[11] Lincoln/Lancaster County Comprehensive Plan

neighborhoods. The Westfield South route also penetrates more into areas that people are utilizing transit service, as well as having two strong generators at the end of the route (Westfield Mall and South Pointe Pavilions). This makes a mathematical calculation of ridership very conservative and the low ridership numbers presented should not discourage implementation.

It is also very difficult to accurately estimate ridership on the proposed Downtown Shuttle. This route is a very different route than the Star Shuttle since it is serving areas that currently do not have any service (Haymarket) as well as providing evening service on certain days of the week, whereas Lincoln has not evening service currently. The final issue with predicting ridership for this route is that it is a fare free service compared to the $0.30 fare currently charged.

Finance and Capital Plan

The finance and capital plan presents the cost, funding, and capital program to implement this plan. The cost proposal presents the expected costs over the five years of this plan. The funding needed provides details on how to pay the costs of the plan. The capital program details what equipment will be needed in order to implement this plan.

Cost Proposal

The cost estimate, presented on Table 6-5, presents the total five year costs. Costs are based on hourly costs for both fixed route bus and Handi-Van services. Hourly costs are assumed to grow by 3% per year. This cost estimate assumes only the Year 1 route recommendations are implemented. Implementing additional services will impact the costs presented below on Table 6-5. While the goal of the plan was to be revenue neutral, assumed increased hourly costs of 3% result in higher costs to operate StarTran services.

Table 6-4: StarTran 5 Year Cost Estimate

	Base Year	Year 1	Year 2	Year 3	Year 4	Year 5
Regular Route Revenue Hours	98,123	97,565	97,565	97,565	97,565	97,565
Additional Route Revenue Hours*	11,146	11,146	11,146	11,146	11,146	11,146
Total Revenue Hours	109,269	108,711	108,711	108,711	108,711	108,711
Cost per Hour	$69.13	$71.20	$73.34	$75.54	$77.81	$80.14
Regular Route Cost	$7,553,766	$7,740,647	$7,972,867	$8,212,053	$8,458,414	$8,712,167
Handi-Van Hours	22,575	23,045	23,045	23,045	23,045	23,045
Handi-Van Cost per Hour	$66.80	$68.80	$70.87	$72.99	$75.18	$77.44
Total Handi-Van Cost	$1,508,010	$1,585,588	$1,633,156	$1,682,151	$1,732,615	$1,784,593
Total Cost	$9,061,776	$9,326,235	$9,606,022	$9,894,203	$10,191,029	$10,496,760

*Includes ridership from Handi-Van, Route 24, Booster Services, and other services

Funding

Funding for this plan comes from a number of sources including fares, local sources, state sources, and federal sources. Table 6-6 presents the revenue estimate by source for StarTran, and what funding amounts will be needed to support the proposed plan. The fare revenue assumption includes ridership from regular routes on weekdays as well as special services, Handi-Van,

Route 24, Booster services, which are assumed to be approximately almost 380,000 people. This passenger count is based on total ridership figures after subtracting the number of weekday passengers on the regular routes. It is assumed that ridership on these services does not change

Table 6-5: StarTran 5-Year Revenue Estimate

	Base Year	Year 1	Year 2	Year 3	Year 4	Year 5
Ridership	1,853,648	1,893,083	1,914,572	1,936,384	1,958,522	1,980,993
Average Fare	$0.66	$0.66	$0.66	$0.66	$0.66	$0.66
Fare Revenue	$1,220,350	$1,246,312	$1,260,459	$1,274,819	$1,289,394	$1,304,188
Advertising	$65,000	$120,000	$135,000	$150,000	$165,000	$180,000
Federal Sources	$1,315,000	$1,365,000	$1,365,000	$1,365,000	$1,365,000	$1,365,000
State Sources	$523,000	$423,000	$423,000	$423,000	$423,000	$423,000
City General Fund	$5,884,646	$6,138,423	$6,389,063	$6,647,884	$6,915,135	$7,191,072
Miscellaneous	$53,500	$33,500	$33,500	$33,500	$33,500	$33,500
Total	$9,061,496	$9,326,235	$9,606,022	$9,894,203	$10,191,029	$10,496,760

Revenue by source provided by City of Lincoln

Additional Funding Sources

A majority of StarTran's funding comes from the city general fund. Each year StarTran has to compete with other needs of the city to come up with limited funding. It is in StarTran's interest to reduce dependence on city funding sources as they are tied to the revenues collected by the city and are allocated based on the discretion of city leaders, making this a source that may not be a stable revenue source to fund StarTran in the future. Also, for transit to expand in Lincoln, StarTran will need to access additional funds to operate new and expanded services as well as invest and improve core services. Listed below are a number of sources for additional funding sources that should be considered to fund StarTran.

Parking Fees

There are approximately 4,800 parking spaces in Downtown Lincoln that are owned and operated by the City of Lincoln. Additionally there are about 2,300 parking spaces owned and operated by the University of Nebraska, as well as another 3,000 privately owned and operated parking spaces. A small surcharge of one or two dollars could be added to the cost of parking in downtown off-street parking lots, with the surcharge dedicated to support transit services in Lincoln. This will have many benefits including it will provide a funding source for transit, reduce the demand for parking downtown, and my result in increased ridership on StarTran buses. Implementation should be easy as both parking and StarTran are part of the public works department. Parking surcharges to support transit are a common method used to provide additional funding for transit systems, and would be a significant source of income for StarTran. Many college transit systems use parking fees to fund the college transit system or use parking fees to contribute to the local transit system for service on campus. One such town would be Madison, Wisconsin.

Downtown Business Fees

A downtown business fee to fund transit is based on the notion that those who benefit from transit service will share in the cost operating the service. In the case of StarTran, downtown business owners, who are well served by transit, would pay a small fee to support transit services that bring workers and customers to their businesses. A downtown business fee would not likely support all of StarTran services instead it should be earmarked for specific services. The most appropriate use of a downtown business fee would be to support the operation of the new downtown free shuttle, since this improves downtown mobility, provides access to many downtown businesses, and is fare free. An example of this has been implemented in New York City, where the Downtown Alliance, a Business Improvement District for Lower Manhattan, funded a free shuttle bus to connect various parts of the Lower Manhattan Business District.

Development Fees

Part of the fees charged to developers for developing property should be dedicated to transit. This is because there is a need to mitigate the impact of the development to the transit system. These fees are needed to support extension of transit services to the new development and the placement of transit enhancements such as bus stop signs, benches, and shelters for bus stops at the new development site. Development fees should also be used to fund the operation of service to the newly developed areas. Development fees that are dedicated to transit have been implemented in many fast growing areas in California.

Rental Car Fees

Charging a fee for rental cars, with the money going towards transit service in Lincoln, is another funding source to consider. This would be a daily surcharge applied to rental any rental car from a facility in the vicinity of Lincoln. This surcharge would provide a modest amount of revenue for Star-Tran services. Both the States of Arkansas and Florida use revenue from a rental car fee to fund both capital needs and operations of transit throughout each of the states.

Hotel Occupancy Fee

In Savannah, Georgia a small surcharge is added to the cost of hotel rooms in the downtown area. The surcharge is applied to each occupied room for each night. The surcharge is used primarily to fund the free downtown shuttle in Savannah. A small surcharge for hotels within the city limits could be charged in Lincoln, with revenue to support transit service. With Lincoln being the center of government in Nebraska, as well as being the home of the UNL, there are a lot of visitors staying in area hotels.

Real Estate Title Transfer Fee

Transit agencies in New York collect revenue from a real estate title transfer fee. Every time a real estate property is bought or sold, fees are charged for transfer of the title. StarTran could charge a tax on title transfers, allowing for another revenue source. In New York, this is a very important source of revenue however it does fluctuate based on the number of properties bought and sold.

U-Pass

Most university communities have implemented a U-Pass program. A U-Pass program allows for free rides for university students with an additional fee that is added to the student activity fee. The fee goes directly to the transit operator and used as funding to operate service. A U-Pass has the benefit of giving students unlimited rides for a cost that they do not perceive since it is part of the fees that they pay the university. StarTran could expand the current U-Pass program to other services as well as other schools. The benefit to StarTran is increased ridership on university routes as well as an additional funding source. Since a U-Pass program impacts the student activity fee, it needs to be approved by the university and the university students.

Tax District

A taxing district for StarTran was discussed as part of the organizational and funding chapter. To become a transit taxing district would require changes to how StarTran would operate and would have to be done in conjunction with one of the alternative organizational structures, and would likely be a structure that removes StarTran from being part of the city government. However StarTran would be able to raise revenue, through tax levies in the areas that service is provided, to support taxes. Many transit agencies throughout the country are funded through a transit taxing district.

Public/Private Partnership

Public/private partnerships can be a valuable source of funding for a transit agency. A public/private partnership would involve private funding to help support public transit. An example would be in developing a transit hub, partnering with retailers to rent space at the transit hub, which is funding which can be used for operations. In rare instances, the public/private partnership can extend into operations, with a private party involved in funding services. Such is the case in Rochester, MN where the Mayo Clinic provides significant funding for the local transit agency.

Capital Plan

StarTran produces a 6 year Capital Improvements Program. The current StarTran 6 year Capital Program items include such elements as fleet replacement, storage facility expansion, purchase and replacement of maintenance equipment, security enhancements, and transit enhancements. The cost of a new transit bus is estimated to be about $300,000. StarTran has approximately $35,000 a year dedicated to transit enhancements which include such items as bus shelters, signs, bike racks, and public art. Also, the capital program does include $1,600,000 for the purchase and implementation of an Automatic Vehicle Location System (AVL) and $935,000 for new electronic fireboxes'. Security enhancements include facility lighting, camera surveillance and recording equipment, and emergency telephones, which StarTran is eligible to spend an average of $40,000 per year. All of these capital projects should be pursued and continued. Key items that are discussed in this capital plan include the ongoing and continued purchase of replacement vehicles, the installation of bicycle racks on buses, and longer term considerations for a new

downtown transit center and possible future secondary transfer hub outside of downtown. This current capital program does meet the needs of StarTran.

The current StarTran capital program already has programmed replacements of fixed route buses that are 12 years old or older, as well as Hand-Van vehicles that are 5 years or older. This includes all vehicles that need to be replaced throughout the life of this plan. The estimated cost for a single transit bus is $300,000 and the cost for a Handi-Van vehicle is about $65,000. The proposed year 1 route network has one fewer peak period vehicle compared to what is operated today, thus no additional peak vehicles will be needed to implement this plan. In later years, as money is available to implement new services, additional vehicles will need to be purchased. The type and number of vehicles will depend on how much money will be available for new services. In order to have vehicles available on short notice, StarTran should continue to maintain the maximum spare vehicles per federal regulations to ensure there are vehicles available to implement new services.

The standard StarTran vehicle is a 35 foot heavy duty transit bus. This vehicle is appropriate for most services. However, specialty vehicles should be considered for services such as the downtown shuttle and demand response areas if such service is provided in the future.

Bicycle racks on buses have been discussed as an amenity that would attract people to StarTran buses. The City of Lincoln does have an extensive bikeway network. Having bicycle racks on buses could compliment this bikeway network, allowing passengers with bicycles to use both the bus and the bikeways. Also, bicycle racks are an amenity that is present on many transit systems, especially systems that serve towns with a large university component. It would cost approximately $35,000 to place bicycle racks on buses, with money coming from the transit enhancements program.

The Downtown Lincoln Master Plan supports the construction of a downtown transit center. A downtown transit center would be a centralized facility where all bus routes meet, providing important transfer opportunities. As part of a proposed new downtown facility, the transit center could include a passenger waiting room, ticket and information counter, driver break room, bike lockers, passenger and driver restrooms, square footage for transit supportive uses including ground floor retail. The center should be designed to enhance and encourage transit use, bicycle use, and pedestrian activity into and within downtown. It would specifically provide StarTran transfer improvements for safer and more convenient opportunities for passengers changing routes downtown, close proximity to the downtown shuttle route and potential future streetcar route, provide a central location for explanatory maps and services related to StarTran, and convenient access to downtown area destinations such as the primary retail district, Haymarket, and the UNL campus. The downtown transit center would involve significant amounts of capital funding, with many cities using federal funding to make the construction of such a facility feasible.

The future services section mentions a secondary transit hub. An appropriate location would be in the vicinity of 56th and “O” Streets. The capital costs of such a facility would include the construction of a transit stop large enough for multiple buses to stop simultaneously, most likely an indoor waiting area, ticket information and sales, and restrooms. This would be a smaller

version of the downtown transit center. This is more of a longer term item, however planning for such a facility should begin to ensure capital funding is secured for such a facility.

The future services section also mentions a downtown streetcar line. A streetcar will require significant resources for both construction as well as maintenance. Capital planning for such a line will require purchase of property for streetcar maintenance, feasibility and design studies, vehicle purchases, and right of way construction. The "Downtown Lincoln Master Plan" represents the beginning of the planning process for the streetcar. However capital funding will be required to continue planning, as well as construction of streetcar in Lincoln.