Multimodal Transit Transfer Center (MTTC) Study
Advisory Committee Meeting #2
February 7, 2020
Room 210, County/City Building

Advisory Committee members present: Todd Ogden, Jennifer Brinkman, Kellee Van Bruggen, Don Herz, Susan Larson Rodenburg, Dallas McGee, Michelle Backemeyer, Michelle Penn & Charlie Schroeder

StarTran & WSP staff present: Mike Davis, Brian Praeuner, Jared Gulbranson, Mark Campbell and Michelle Winkelmann

Introduction and Survey Results

Jared Gulbranson of WSP presented a recap of the study progress and provided an overview the remaining project schedule.

He then reviewed results of the MetroQuest public survey. Between October and November 2019 nearly 600 surveys were taken. Improve efficiency, equitable access and comfort of riders were the top ranked goals for the MTTC project from survey respondents. The most favored types amenities that survey respondents desired were indoor passenger waiting areas, covered boarding platforms, with seating, lighting and technology amenities tied for third.

MTTC Site Selection Review

An explanation of the process used for the transit center site selection criteria was given. Jared pointed out that it is important to carefully choose a site as the FTA has a 40-year useful life of transit center facilities. A total of 17 sites were initially reviewed as part of this selection process.

Numerous planning documents were examined as part of the MTTC site selection process. Some of the key documents were the Downtown Master Plan, Bicycle Facilities Plan, and the StarTran TDP. Recommendations from these and other planning documents provided guidance on general location and purpose/need for a new transit center in Downtown Lincoln and helped to shape project goals.

The project team discussed the three tired approach to narrowing down and selecting a preferred site for the future MTTC. The first level was a prerequisite screening where a potential site must pass all requirements. Of the initial 17 sites examines, 7 passed the prerequisite screening and advanced to the second tier. In the second tier, sites were scored based upon site selection criteria that had been weighted using a survey of technical team staff. Scoring was used to determine the top two sites as candidate sites to develop high level conceptual layouts of a potential transit center.
The selection process resulted in top two sites:

1. **Block 63 – Pershing Site**
2. **Block 69 – 9-10th/M-N Streets**

**Highlights & Issues of Block 69:**
- Close to existing bus transfer station at Golds
- Can only use ½ block as Northern half is privately owned
- Proximity to population and employment
- Good connectivity to N Street Cycle Track

**Highlights & Issues of Block 63:**
- Only site that is a full city block and allows for full transit and development opportunities
- Full block under city ownership
- High employment concentrations nearby
- Allows for joint economic development opportunities

**Design Workshop and Preferred Site Selection**

Mark Campbell explained the Program Requirements for the MTTC such as bike usage space, parking, transit operational needs, office space, passenger amenities, and other necessary items that need to plan space for in site design.

A question was asked how was the quantity of bicycle parking factored into the site design. Mark responded based on similar sized transit centers. Since the bicycle parking elements cover a small footprint they can be expanded to other uses such as bike lockers.

Comment was made on importance of considering location of bus bay assignments in a new transit center so passengers would have the least distance to transfer between platforms.

Traffic considerations were also considered for both sites and showed that there are no congestion issues that would complicate bus movements in either the AM or PM peak periods.

The last part of the meeting focused on selecting a preferred site, Block 63 or Block 69

Mark went through multiple site design configurations for each block that showed how the buses would operate on site and the design of the indoor waiting area/office spaces.

A question was asked if future ridership projections were factored in the site analysis. Jared said future ridership numbers were looked at and the size of the MTTC reflects future growth.

Block 63 (Pershing) was eliminated as a potential site as it was determined that future City plans for private development and civic use at this location would be incompatible with a transit center. Given other
proposals and envisioned future uses for the Pershing Block, the group felt that this site was too risky to proceed as a preferred transit center location.

Block 69, 9-10th/M-N Streets was identified and agreed upon as the MTTC preferred site, but has challenges due to its half-block size. Some amenities would have to be scaled back in order to adequately fit bus operations on site. However, it is close to the N Street bicycle track and any amenities for this site would be a significant improvement over the current transfer location at Golds.

The project team will proceed with refined and detailed conceptual transit center layouts for the southern half of Block 69. The Advisory Committee generally preferred the ‘two wedge’ island configuration. With the limited site size there was concurrence that it would be acceptable to lower the total number of bus platforms to 17 from 20 which would help the better fit within the half-block site.

It will be important to get LTU comments along with other key City staff stakeholders as the plan and design takes shape.

Final comment from Advisory Committee was to keep focus on safety, the pedestrian environment, lighting and landscaping in designing the transit center.

_Last Advisory Committee meeting will be schedule for end of March._