

MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

April 9, 2018

Tracy Corr opened the meeting on Monday, April 9, 2018 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, in Lincoln, NE.

Attendance

Seventeen residents and three City staff attended:

Tracy Corr – 40 th & A NA	Russ Irwin – Clinton NA
Anna Eickholt – Country Club NA	Paul Johnson – East Campus CO
Karen Dienstbier – Eastridge NA	Pat Anderson-Sifuentez – Everett NA & NWL
Jeremie Memming – Indian Village NA	Dennis Hecht -- Meadowlane Area RA
Alea Landrum – North Bottoms NA	Mike DeKalb – University Place CO
Keith Roland – University Place CO	Bill Vocasek – West A NA
Fred Freytag – Witherbee NA	Russell Miller – Witherbee NA
Randy Smith – Woods Park NA	Mike Renken – NeighborWorks Lincoln
Carl Eskridge – City Council	Jon Carlson – Mayor's Office
Wynn Hjermsstad – Urban Development	Mike Davis – StarTran

Welcome & Introductions

Tracy Corr, Chair, led the introductions. Paul Johnson volunteered to take notes.

Mayor's Comments

The Mayor was out of town and unable to attend Roundtable this month. Jon Carlson noted that Planning Commission will be meeting on April 11th and one of the topics under consideration is the conversion of street lights to LED bulbs.

StarTran Updates – *Michael Davis, Transit Manager, Public Works and Utilities: 402-441-7185; StarTranInfo@lincoln.ne.gov* **See Attachment 1 for the slide presentation.**

StarTran currently operates 67 full-sized coaches on a \$13 million operating budget. However, the future will hold many changes for public transportation. To be ready for change, StarTran prepared a Transit Development Plan in 2016. They used multiple public input methods to better understand community priorities. The plan was a comprehensive evaluation of existing services and system performance. It identified areas of improvement and a road map for growth. Plan goals include balanced coverage and productivity, better service (more direct & greater span), analysis of using formal bus stops, and attracting new ridership.

According to public input, the most desired change was later service on weekdays and Saturdays. Crosstown service was next highest request. Both changes are being implemented – the three busiest non-UNL routes run until 10 p.m. – N. 27th, East O and S. 27th. In addition, bus routes have been straightened & streamlined. Ridership increased 5.3% in the first year of plan implementation, although without UNL routes ridership has declined or remained steady over the last several years. On-time performance has improved and more outlying areas receive service. More services are being added in phases that are being implemented through 2021.

StarTran has begun looking at autonomous vehicles. Because the cost of a driver is 70% of operation expense, this could be a major cost savings. There are currently four manufacturers of these 12-15 passenger vehicles. There is pilot project underway in Downtown. They are trying to have autonomous vehicles running on two downtown routes yet this year. Funding for the pilot project is a \$100,000 grant from Bloomberg Philanthropies to develop public transportation prototypes.

CNG (Compressed Natural Gas) trolleys will arrive in late July & be in service in August. These open air vehicles will serve Downtown routes. Other cities have seen a 40% rise in ridership with trolleys.

Four electric buses have been ordered and are scheduled to arrive in 2019. They are most likely to be used to help during peak ridership times. They would be recharged between peak periods.

By the end of 2018, half of the fleet will be running on CNG. Lincoln's Wastewater Plant will convert bio-gas into CNG for bus use. In terms of energy efficiency, diesel and CNG have similar maintenance costs. While electric maintenance costs are lower, the initial implementation costs are about 60% higher.

While Google can be used to plan bus trips, a new iPhone app, *Lincoln Bus Tracker*, is now available. A new Android app will shortly be available. The *Lincoln Bus Tracker* shows where buses are – a tool that encourages ridership.

In the long term, plans are underway to develop a multi-modal Transportation Center with bus bays, an indoor passenger waiting area, passenger information systems, bicycle storage, and other amenities. Recent grants from Nebraska Environmental Trust & Federal Transportation will allow for moving to expanded facilities.

Questions for Michael Davis:

- *What are StarTran's funding sources?* It is a largely subsidized service – about 10% of costs are covered by fares. The balance is financed by a combination of city, federal & state funding.
- *Parking is limited in downtown; have Park & Ride lots been considered?* The average commute in Lincoln is 20 minutes, so riders generally don't want to spend additional commute time after their bus ride.
- *A comment: It is difficult for employees working in the Haymarket area to find parking, especially on Football Saturdays.*
- Other topics were also discussed: the criteria for the \$5 million Autonomous Vehicle Grant, Lincoln's public transportation system as compared to that of other cities, and the changes needed in the public mindset to encourage the use of public transportation.

Other Topics/Requests

Alea Landrum, representing the North Bottoms Neighborhood, suggested opening gates to Haymarket Park while the 10th Street Bridge is under construction. This would improve access for neighborhood residents who currently find it difficult to get into and out of their neighborhood – a trip to the supermarket currently requires an 8-9 mile trip. Wynn explained that the City originally installed the gates at the neighborhood's request to better control traffic flooding the neighborhood after ballpark events. The 10th Street Bridge project is scheduled to be completed in mid-2018.

Announcements

- A community open house on the Downtown Master Plan is tomorrow, Tuesday April 10th at the Rococo Theatre, N. 13th Street.
- Meadowlane's Annual meeting is on April 16th at Cornhusker Bank on 84th & O, at 7 pm. Speakers will be talking about school safety.

Next Meeting/Agenda

The next meeting of the Mayor's Neighborhood Roundtable will be May 14, 2018 at 5:30 p.m. The topic is the new Community HOPE Federal Credit Union serving the downtown core area and the services available, including an alternative to payday lenders.

Adjournment

The meeting adjourned at about 6:30 p.m.

Respectfully submitted, Paul Johnson.

Attachment 1



Changes in Public Transportation
Lincoln, NE
Mike Davis

Changes in Public Transportation

- Transit Development Plan
- Future:
 - Autonomous Vehicles
 - Fuel Technologies
 - Bus Stop Amenities
 - Phone App
 - Multi-Modal Transportation Center

StarTran

- 67 Full Size Coaches
 - 13 ADA Vehicles
 - 98 Operators
 - 15 Bus routes, 4 Campus Routes
 - \$13 Million Operating Budget








Transit Development Plan – November 2016

- A comprehensive evaluation of existing service characteristics and system performance
- Identified areas for improvement
- Provide a roadmap for growth priorities
- Goals included:
 - Balancing coverage and productivity
 - Improving directness of service
 - Improving span of service
 - Analyzing the potential to implement formal bus stops
 - Attracting new ridership markets


Multiple Public Input Methods were Used

- Meetings with the TDP Advisory Committee
- Operator interviews
- Open houses in April & September
- Build Your Transit System survey

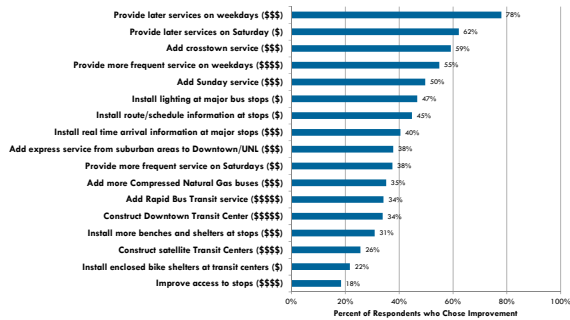





StarTran Used Interactive Survey to Understand Community Priorities

- The "Build Your Transit System" tool presented 17 strategies that could be used to improve the StarTran system
- Respondents selected the strategies most important to them
- A total of 304 people took the survey
- Preferred Route Alternative Survey



Later Service on Weekdays was Most Desired Improvement from Interactive Survey



TDP Results

- Straightened and streamlined routes
- Add crosstown service
- Improve places served, service frequency, and bus stop amenities
- Evening service on key routes
- Add express service
- Ridership increase of 5.3%
- Improved On-time performance

System Map



TDP Expansion Plan: Blueprint for the Future

PHASE	ACTION	DETAILS	ADDITIONAL HOURS	ADDITIONAL RIDERSHIP	PEAK VEHICLE REQUIREMENTS
INITIAL IMPLEMENTATION	Implement Initial Service	Phase 1: Downtown Transit Center		#####	
EXPANSION PHASE 1	More frequent weekday service	Phase 2: Downtown Transit Center	\$\$\$	#####	
	Evening service	Phase 3: Downtown Transit Center	\$\$\$	###	
EXPANSION PHASE 2	More frequent weekday service	Phase 4: Downtown Transit Center	\$\$\$\$\$	#####	
	More frequent weekday service	Phase 5: Downtown Transit Center	\$\$\$	###	
EXPANSION PHASE 3	Evening service	Phase 6: Downtown Transit Center	\$\$\$\$\$	#####	
EXPANSION PHASE 4	Evening service	Phase 7: Downtown Transit Center	\$\$\$	#####	🚌
	More frequent weekday service	Phase 8: Downtown Transit Center	\$\$\$\$\$	#####	🚌
EXPANSION PHASE 5	More frequent weekday service	Phase 9: Downtown Transit Center	\$\$\$\$\$	#####	
	More frequent weekday service	Phase 10: Downtown Transit Center	\$	+	
	Express service	Phase 11: Downtown Transit Center	\$	###	🚗

The Future



Risk



Autonomous Vehicles



Current Autonomous Transit Vehicles



Source: HDR

EasyMile

- French-based
- Sales office in Denver
- 12 passenger
- All-electric
- LxHxW; 12.5x9x6.5
- 23 mph top speed; 12 mph average
- 6,173 lbs

Source: Navya, Media Resources

Navya

- French company
- New production facility in Ann Arbor, MI
- 15 passenger
- All-electric
- LxHxW; 15x9x7
- 27.9 mph top speed
- 7,605 lbs

Source: Local Motors, Not for Distribution

Local Motors

- U.S. company
- Production facility in Tempe, AZ
- 12 passenger
- All-electric
- 30 mph top speed

Source: Induct Technologies, Not for Distribution

Navia/Induct Technologies/Meridian/Coast Autonomous

- French company; now US Based (Coast Autonomous)
- 8 passenger
- All-electric
- 12.5 mph top speed
- Inductively charged

Proposed Route

Considerations

- Avoid replication of existing service
- Connectivity between State, Haymarket, UNL, and other offices
- Minimize infrastructure requirements
- Maintain simplicity for implementation
 - Clockwise route
 - Bypass routes (dashed)



How would it work?



Example of a 12 Passenger Autonomous Microtransit Vehicle Manufactured by Navya in Ann Arbor, Michigan

Start the App

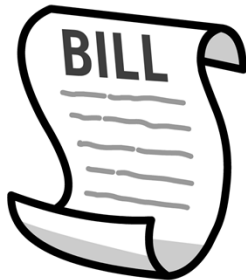
Rider selects pickup and drop-off location and confirms with a mobile payment app
Rider goes to the nearest pickup location

Rider boards the shuttle

Rider arrives at their destination



Legislation – LB989



Funding

- Lincoln is one of 35 cities selected by Bloomberg Philanthropies to further study AV
- More than 320 applications received in nationwide competition
- Awarded \$100,000 to develop a public prototype
- Another grant opportunity for \$5 Million to bring ideas to life

Fuel Technologies

- CNG Trolleys



NelsonNygaard Consulting Associates, Inc.

Fuel Technologies

Electric



Fuel Technologies

Electric

- StarTran awarded FTA Grant for 4 Electric buses and charging station
- 4 Electric buses replace aging Diesel buses
- Partnership with Lincoln Electric System
- 0 Emissions



Electric Commuter Rapid Transit



New Flyer MCI D45 CRT LE All Electric Version to be built in 2020

Fuel Technologies

Bio-gas

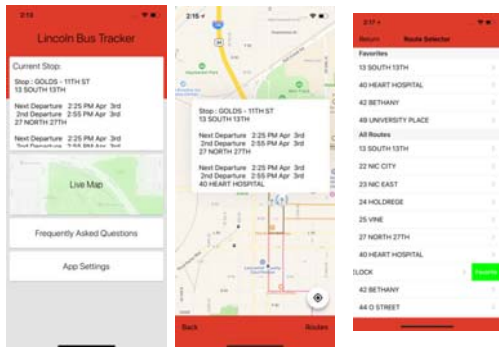
- Renewable Natural Gas
- Methane gas from Lincoln Wastewater Treatment Plant
- Converts to Bio-gas to use on buses
- Reduces tailpipe emissions, particle matter
- Fuel cost savings



Bus Stop Amenities



Phone App



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Need for Multi-modal Center

Current Transfer Hub

- Located on street corners downtown
- Lacks passenger amenities
- No separation of automobile, pedestrian, bicycle
- Lacks room for growth
- Crime



Multi-Modal Transportation Center

- Off-street Center with bus bays
- Indoor passenger waiting area
- Passenger Information Systems
- Bicycle storage & amenities
- Mixed use



Questions



Drawing by Jeffrey Bayer, May 2006, Multi-Modal Center