

WELCOME!

Multi-Modal Transportation Center

Public Open House



PROJECT PURPOSE AND NEED

Developing a modern Multi-modal Transportation Center (MMTC) would provide an efficient, resilient, and safe operational environment for StarTran customers, staff, and services both now and in the future for multimodal trips.

The new multi-modal transportation center will provide an **easier, safer, and more inclusive** way to travel while moving us towards our **sustainability goals**.



STUDIES & ENGAGEMENT



Over the last 20 years, numerous studies and public outreach efforts have consistently emphasized the significance of a MMTC to community members, shaping our current project.

Community Engagement

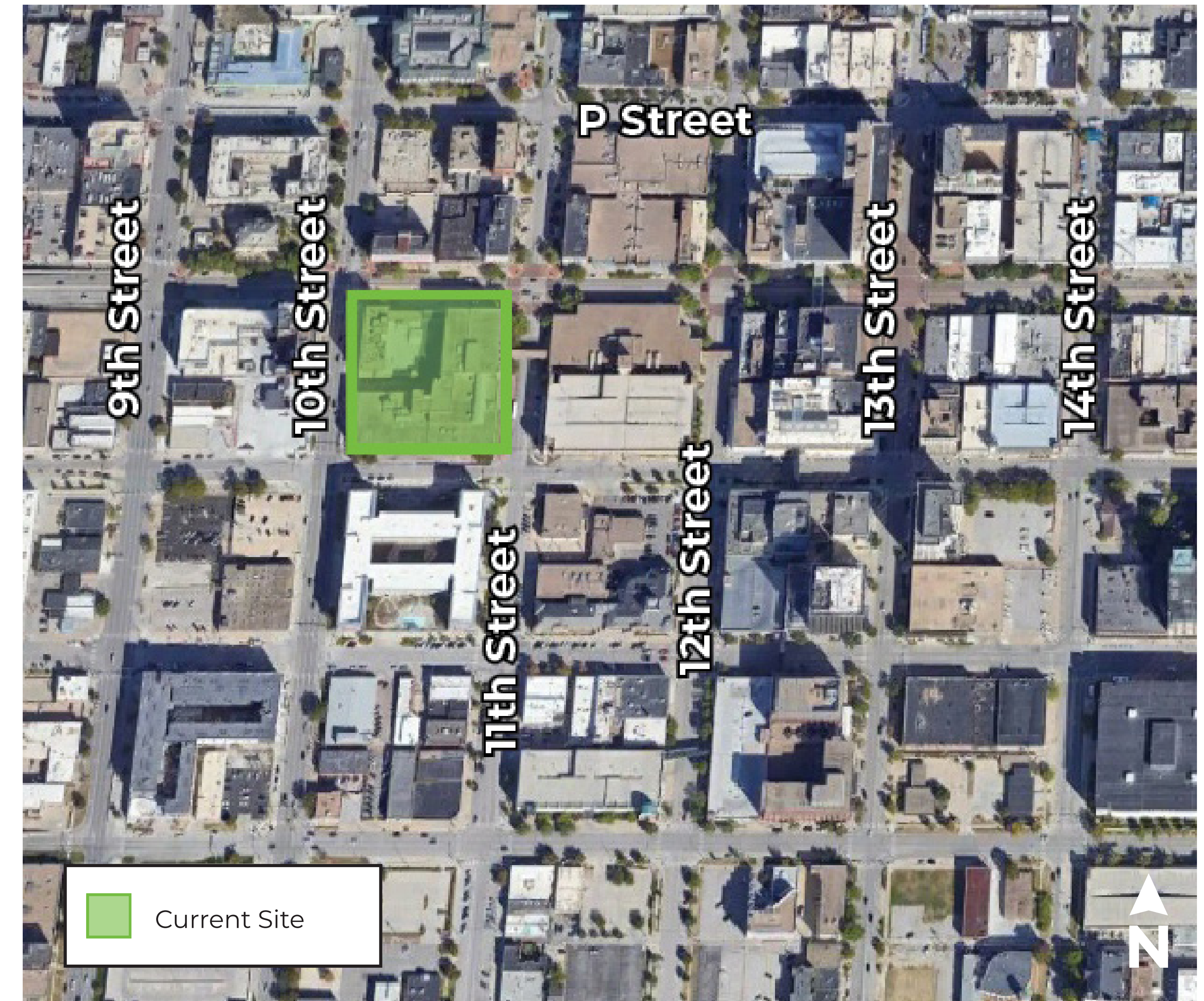
- 2004 Multi-Modal Study
- 2007 Transit Development Plan
- 2016 Transit Development Plan
- 2018 Downtown Master Plan
- 2020 Feasibility Study
- 2050 Long Range Transportation Plan(*completed in 2020*)
- 2020-2022 RAISE Grant
- 2023 Design Charrette
- **Knocking and talking with neighbors***
- **Outreach to nearby neighborhood associations***

** Current outreach efforts*

Future community conversations will continue to shape the design of the MMTC.

THE CURRENT SITE AT 11TH & N

- Limited room to accommodate only six buses means longer waiting times for passengers
- No ability to expand
- Lacks critical features like proper shelters, restrooms, and indoor waiting areas
- Limited access to other transportation options
- Inefficiencies in operations
- No space available for staff to provide on-site assistance



ACTIVE TRANSPORTATION & MICROMOBILITY

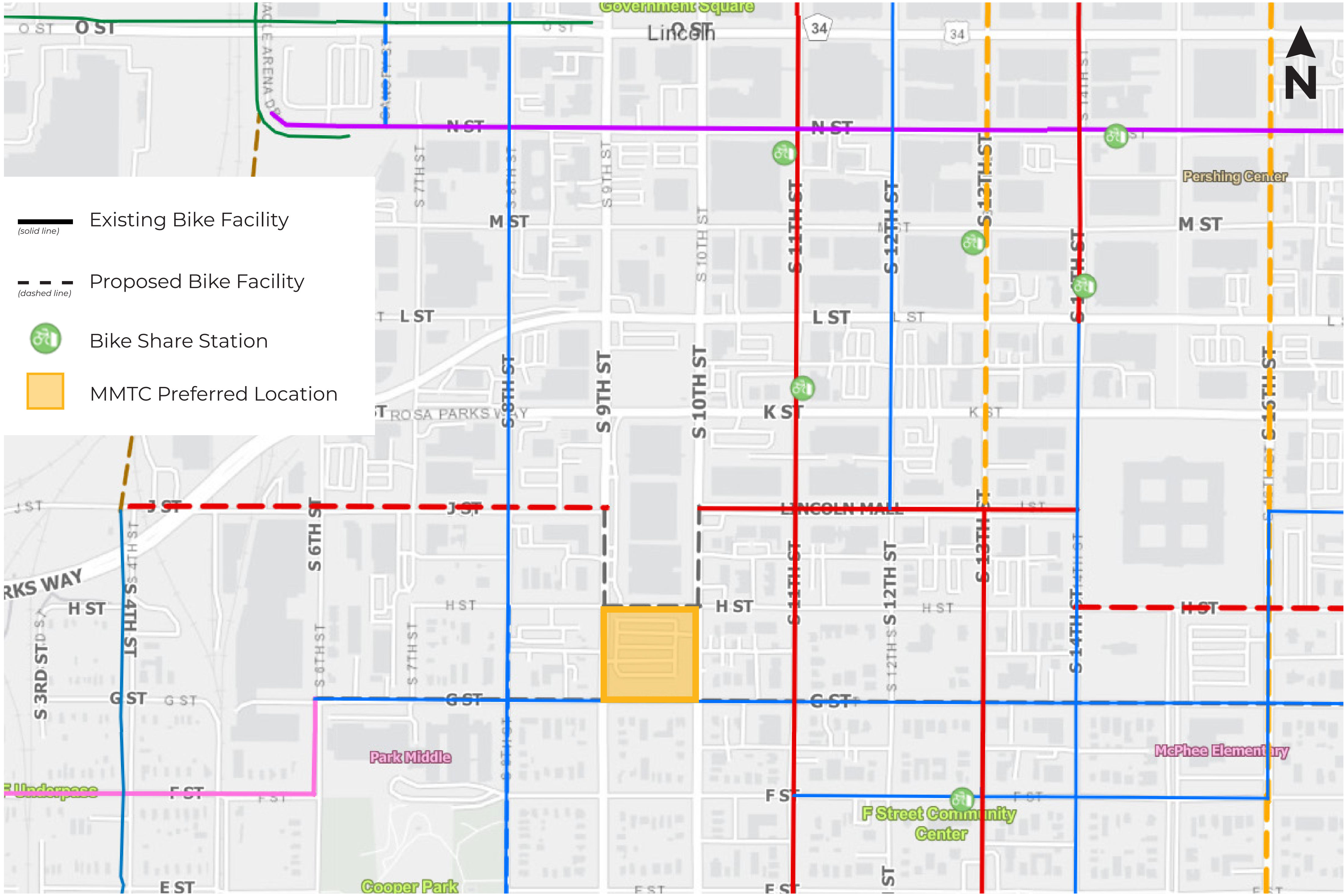
The MMTC will bring transit riders, active transportation and micromobility users together for an easier, safer and more inclusive way to travel the city that moves us towards our sustainability goals.

Active transportation shifts people away from using personal vehicles and towards walking, bicycling and other forms of non-motorized travel.

Micromobility refers to lightweight, low speed devices such as bicycles, electric bicycles and electric scooters that are helpful to connect between modes of transit.



ACTIVE TRANSPORTATION & MICROMOBILITY

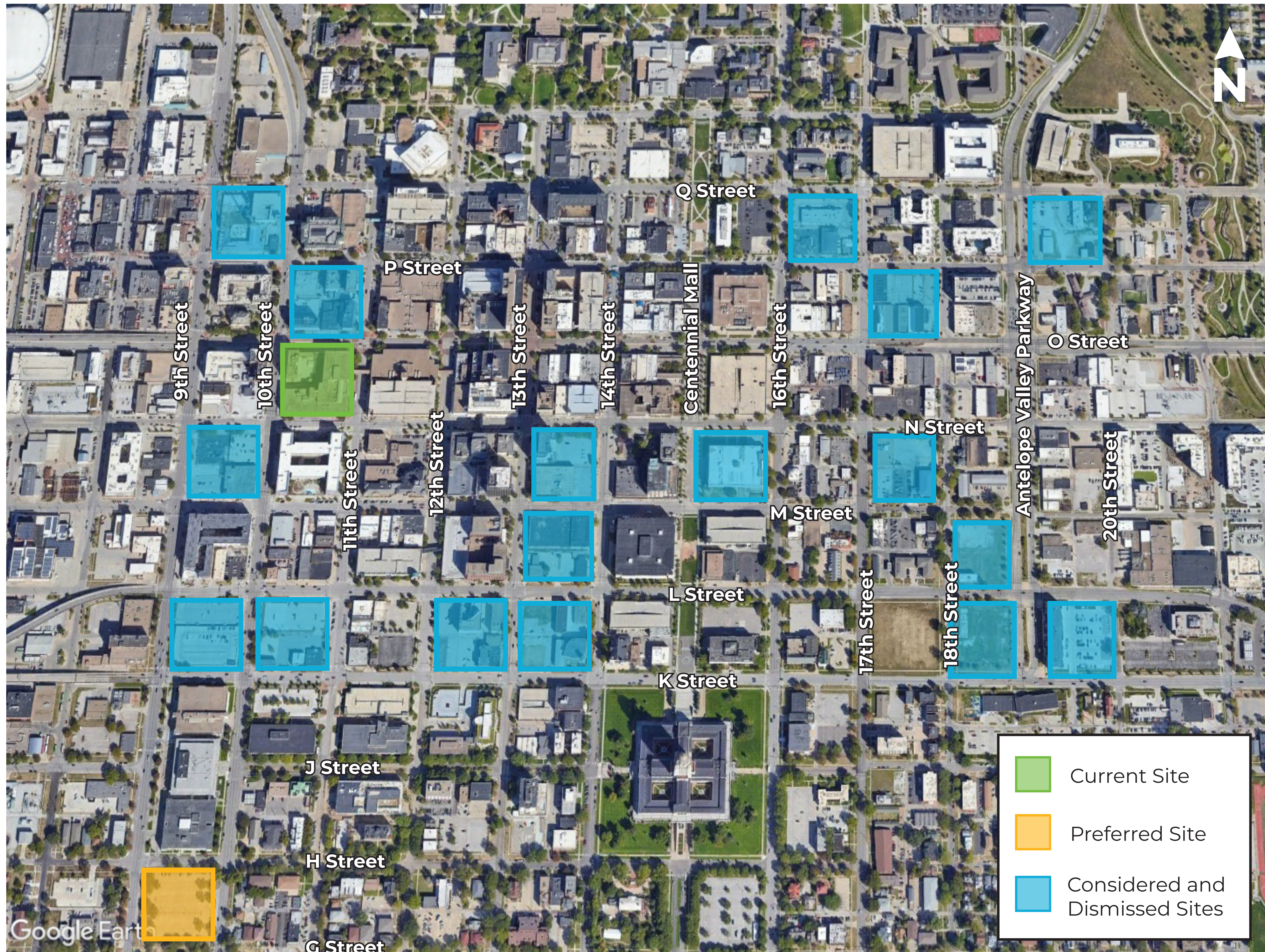


Lincoln has made major investments to support many modes of transportation. The location of the new MMTC brings several of those modes together.

Scan here to see the entire Trail and On-Street Network.



CONSIDERED SITE LOCATIONS



The design team and stakeholders established a list of site selection criteria in the 2020 Feasibility and Concept Design Study:

- In the downtown area
- Accommodates full program (operations and building functions)
- Accessible from surrounding streets
- No environmental or historical restrictions
- Proximity to bike corridor
- Multi-modal connectivity
- Suitability and feasibility
- Social and economic benefit

StarTran reviewed 17 potential sites in the downtown area that were dismissed because not all the criteria were met.

The preferred site meets all the site selection criteria!

PREFERRED SITE LOCATION



The preferred site is between 9th and 10th streets and between H and G streets, currently serving as a surface parking lot.

The location's proximity to City Hall and the Police Department increases safety and provides easier access to government resources, making it an ideal hub to combine multi-modal transportation and government services.

THE NEW MMTc FACILITY

Two-level building with essential features for both the public and StarTran administration.

Level 1:

- Climate-controlled waiting area
- Restrooms
- Security
- Ticket sales

Level 2:

- StarTran's administrative offices
- Public meeting space

Project Costs & Funding

Total estimated cost of the project is approximately \$33 million. Funding is provided by a \$23.6 million federal grant and other local funds.

Outside:

- 18 bus bays
- Protected passenger boarding
- Area lighting
- Covered walkways
- Wayfinding signage



MMTC from the preferred location near 10th & H streets looking southwest.



View from 10th Street looking west.



Bus bay area from the southeast corner of the lot looking northwest.



Bus bays from the corner of 9th and G streets looking northeast.



View from 9th Street looking southeast at the MMTC and bus bays at dusk.



Covered walkways and other bus bays from inside a bus parked in the bus bay area.



Covered waiting area and wayfinding signage.



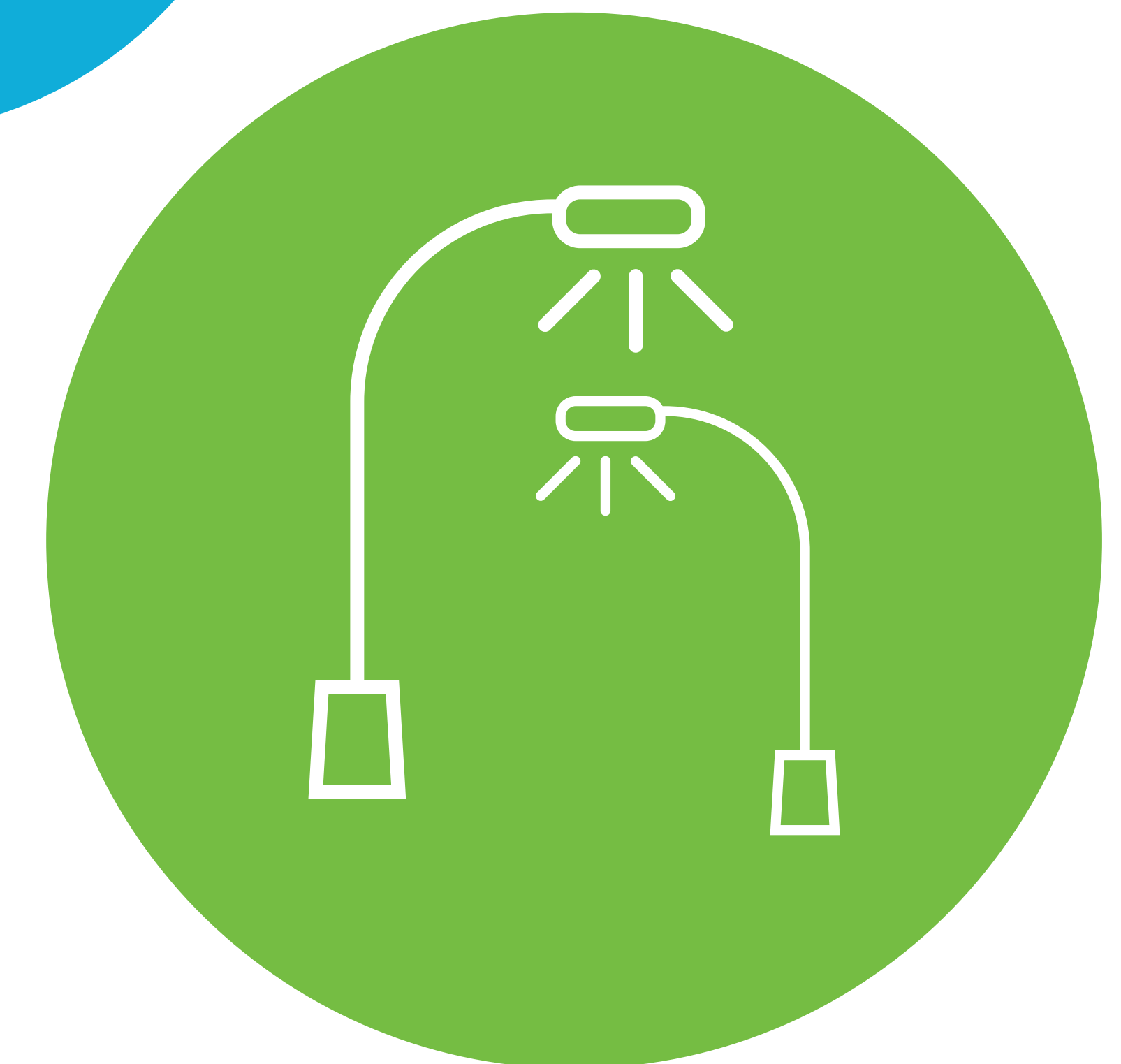
Bus bays with covered waiting area and wayfinding signage.



Covered walkway with seating areas and wayfinding signage.

BENEFITS OF THE MMTC

- **Comfortable** indoor and outdoor waiting areas
- Indoor **restrooms**
- **Covered walkways**
- Passenger **safety improvements**
- Area **lighting**
- **Improved access** to essential services
- **Convenient transfer** between all routes from the same location at the same time to **reduce waiting times** for transfers
- Access for **multiple modes of transportation** – buses, bikes, scooters, pedestrians, and others
- Centralized and **more efficient** StarTran operations
- **Economic growth** opportunities in downtown and South Haymarket areas
- Alignment of **social equity** goals by spending funds within an Area of Persistent Poverty



ENVIRONMENTAL RESOURCES

A study of the resource categories below is underway. Those in bold are more likely to be present in the project area and have the potential to be impacted.

- Air quality
- Biological resources
- **Construction impacts**
- **Cumulative and indirect impacts**
- **Environmental justice**
- Floodplain impacts
- **Hazardous materials**
- **Historic, cultural and archeological resources**
- **Land/property acquisition, relocation, leases and easements**
- **Land use and zoning**
- **Public outreach and agency coordination**
- Recreation, park and natural resources
- **Safety and security**
- **Threatened / endangered species**
- **Traffic and parking**
- Wetlands
- **Utilities**
- **Vibration, Noise and Light**
- **Visual / aesthetics**

PROJECT SCHEDULE



MMTC Feasibility & Concept Design Study	2020
Secure Funding for Design & Construction	2021-2022
Initial Design & Planning	Mid 2023
Study of Environmental Resources & Public Outreach	Early - Mid 2024
Final Design	Mid - Late 2024
Anticipated Construction	2025-2027

NEXT STEPS

1. Complete initial design, environmental resources review, and incorporation of public input
2. Submit project to the Federal Transit Administration for review
3. Once approved, move forward to complete the design
4. Start for construction in 2025