

3.0 Existing Conditions

3.1 Study Area Overview

Downtown Lincoln is the center of the city for employment, education, arts, culture, and recreation. It is the home to two major institutions that attract people across the state and internationally, the Nebraska State Capitol and the University of Nebraska – Lincoln (UNL). The capitol district draws thousands to Downtown Lincoln for employment as well as to conduct government business. Surrounding the capitol are other state office buildings and federal government buildings. UNL is a large land-grant university that occupies the northern portion of the MTTC study area. UNL’s total enrolment for 2020 was 25,820¹. UNL draws a vibrant and diverse student population from across the Midwest and around the world to Downtown Lincoln and shapes an important piece of the community’s identity. UNL is also a major employer in the study area.

Figure 6: Nebraska State Capitol



The MTTC study area also includes the Haymarket District, a rapidly developing entertainment area with new hotels, restaurants, bars, and housing. The Haymarket District has redeveloped many historic properties in recent years with plans for continued redevelopment that will continue to make this area denser with population and employment opportunities.

For the future transit center to be the most impactful and serve as the center of transfer activity for StarTran for decades to come, it is important that the siting of the MTTC remain as close as possible to all education, employment, and entertainment activities in the greater downtown area.

3.1.1 Total Population and Employment

Population and demographic information were collected from the US Census Bureau’s most recent five-year average from the American Community Survey to provide insight on the current population and key demographics of the MTTC study area and its impact on the public transit market. According to this data there are over 11,000 residents (4.1% of the total City of Lincoln population) and just over 24,000 jobs (14.5% of total jobs in the Lincoln area) within the study area (Table 1). This information indicates that Downtown Lincoln is a significant employment center for the greater metro area; and with a relatively small number of near-by residents, many are traveling from outside Downtown to access the employment opportunities offered in the study area.

¹ US News and World Report. Best University Summaries. University of Nebraska-Lincoln. 2020. <https://www.usnews.com/best-colleges/university-of-nebraska-2565>

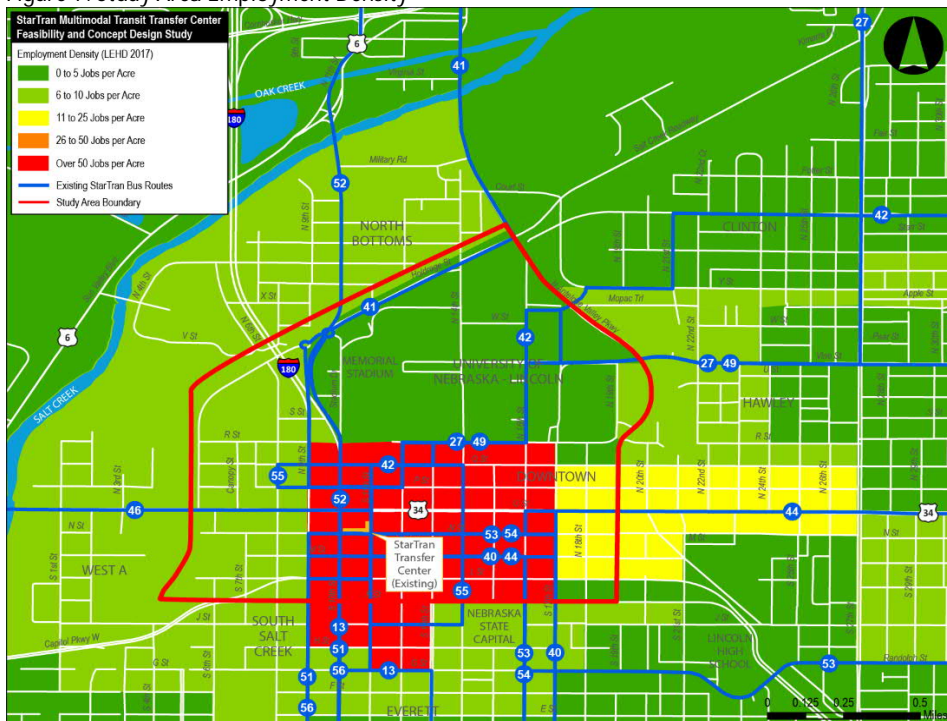
Table 1: MTTC Study Area Population, Employment and Demographics

	City of Lincoln	Study Area	Percentage
Total Population	277,315	11,436	4.1%
Total Employment/Jobs:	166,388	24,088	14.5%
Total Minority Population:	40,663	2,728	6.7%
Total Population Below Poverty Line:	40,288	1,843	4.6%

Source: US Census Bureau

Figure 7 illustrates the areas of Downtown Lincoln with the highest concentration of jobs per acre in relation to the MTTC study area and the current Gold's transfer facility. Currently the Gold's location is well positioned in the area with the highest concentration of employment.

Figure 7: Study Area Employment Density



3.1.2 Demographics

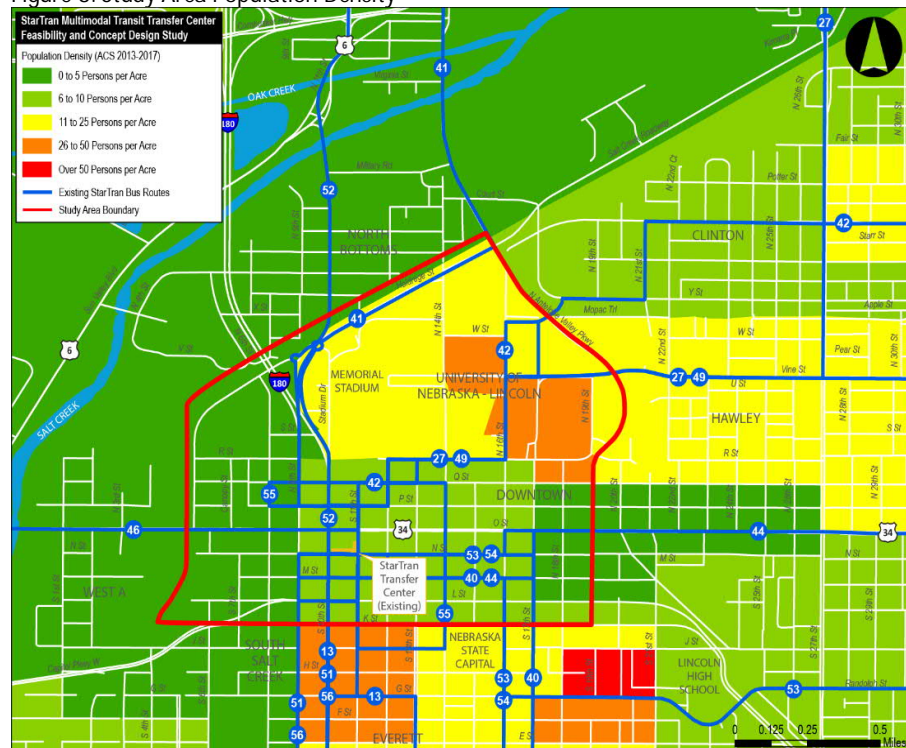
Understanding the demographics of the MTTC study area provides insight into the potential transit travel market both in terms of where transit trips may begin and end.

Population density is often one of the most important indicators of potential transit productivity. In terms of an area's transit market, areas of high population density simply have more people living within a short distance of transit stops than areas of lower population density. Additionally, areas with high population density are often associated with urban design characteristics that promote transit use, like a complete sidewalk network, smaller lot sizes and setbacks, bicycle facilities, mixed-uses, and amenities that promote pedestrian activity and attract visitors.

The level of population density is an indicator of the volume and type of transit service that an area can support. For example, areas with a population density between five and ten residents per acre generally can support only infrequent, hourly bus service. Higher population, or combined population and employment densities are required to operate more frequent bus service cost-effectively.

Figure 8 identifies the areas in and around Downtown Lincoln with higher density in orange and red. Currently the core of Downtown has lower population density, but numerous more dense multi-unit housing developments are being planned and constructed that will likely increase the overall population density in the coming years. Today the areas of highest population density are at the UNL campus and south of K Street.

Figure 8: Study Area Population Density



Along with population density and employment density, two other reliable demographic indicators of areas that are likely to utilize public transit services are areas with higher concentrations of households that fall below the poverty line as well as minority populations.

Figure 9 provides information on the location of minority populations in and around the MTTC study area. Areas on the eastern, southern, and southwestern edges of the study have minority populations that are over forty percent of that census block group's total population.

Figure 9: Study Area Minority Population Percentage

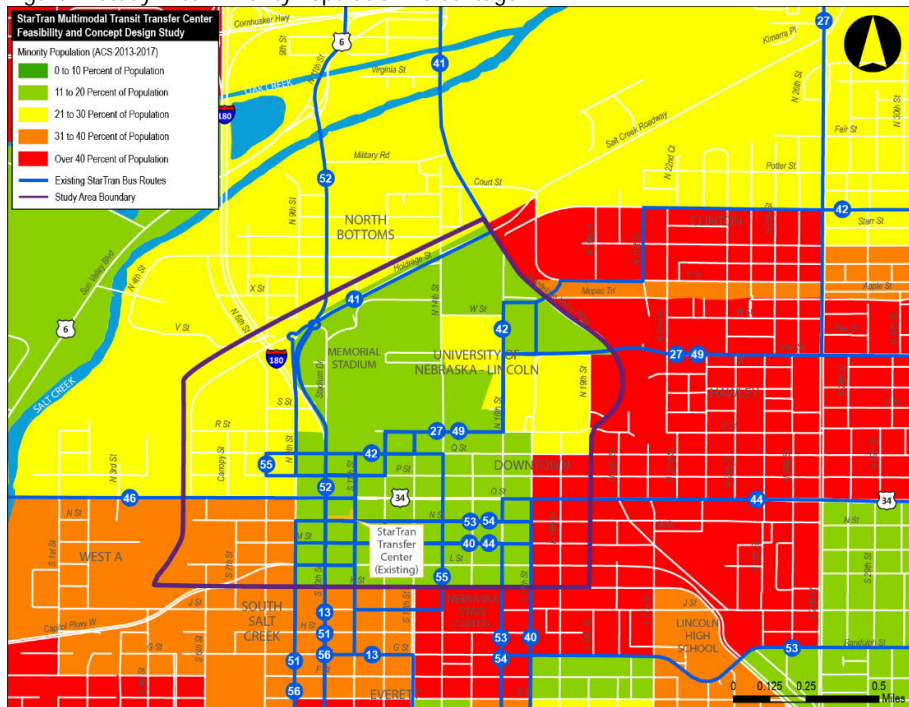
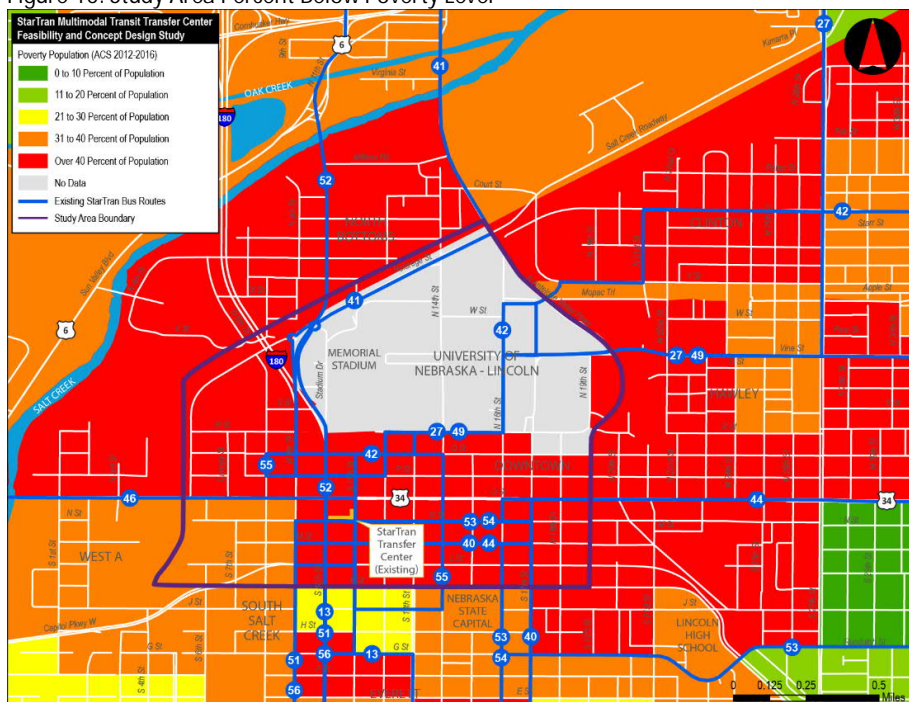


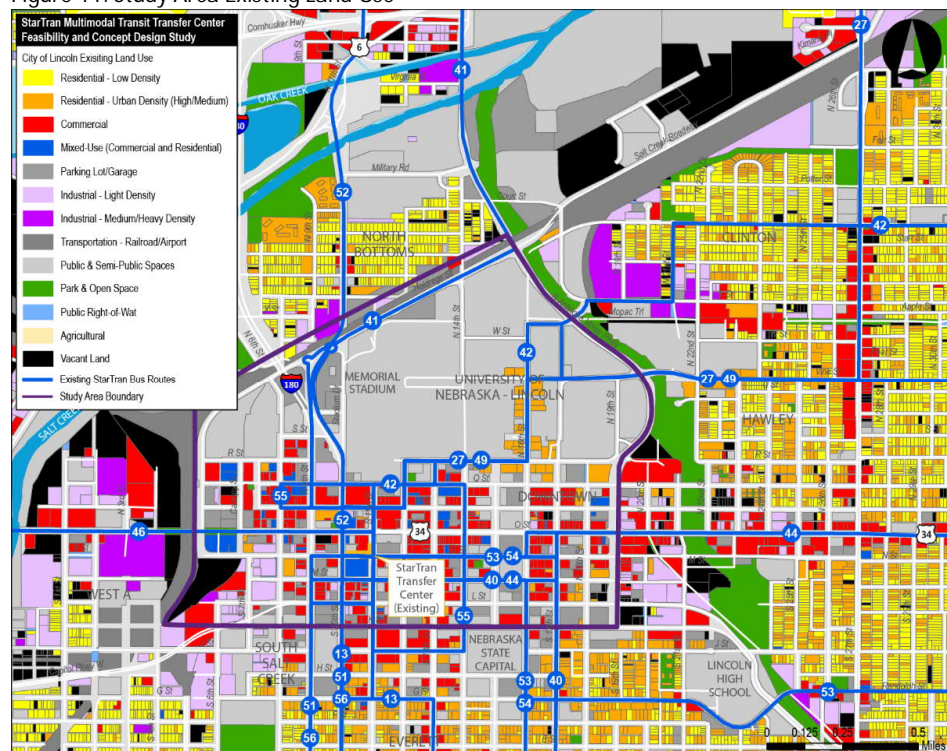
Figure 10 displays concentrations of households that are living below the federal poverty line. According to the data from the American Community Survey nearly the entire study area and surrounding areas have high concentrations of households in poverty. This may be a reflection of the high number of households that are students attending UNL that would likely report little to no income as part of the US Census information collection.

Figure 10: Study Area Percent Below Poverty Level



Existing land use in the MTTC study area is shown in Figure 11. As the MTTC looks to identify the optimal location for potential future construction, understanding existing land use patterns is highly important to site location. The Downtown area of Lincoln is dominated by commercial land use as well as the UNL campus and other governmental uses surrounding the State Capitol. In recent years there has been growth of denser mixed-use development with retail or commercial space on the ground floor with multi-story residential above. Much of this has been targeted at student housing for those attending UNL.

Figure 11: Study Area Existing Land Use



The O Street (US Highway 34) corridor is one of the primary commercial, retail, and entertainment areas running east/west through the heart of Downtown Lincoln. The Haymarket District on the western edge of the MTTC study area is a rapidly growing and developing area for housing, retail, and evening/weekend entertainment. To the extent possible, transit centers should be located in environments rich with residential, employment, and entertainment opportunities to make it as convenient and accessible for as many potential riders as possible.

3.2 StarTran Downtown Transit Operations

StarTran is a critical link to access opportunities across the greater Lincoln metro area. On an average weekday StarTran provides almost 9,000 trips to its customers and over 2,600 on Saturday². Currently twelve of StarTran's nineteen total weekday fixed routes serve the main transfer location at the Gold's Building. Weekday routes serving the Gold's transfer location are shown in Table 2.

² National Transit Database – City of Lincoln. Transit Agency Profile. 2018.
https://www.transit.dot.gov/sites/fta.dot.gov/files/transit_agency_profile_doc/2018/70001.pdf

Table 2: Weekday Routes Serving Gold's Transfer Location

Route	1 st Arrival Time	2 nd Arrival Time	Hours in Service	Sept. 2019 Average Weekday Ridership
13 – South 13 th	:20	:50	5:55a – 9:50p	697
27 – North 27 th	:20	:50	5:55a – 9:50p	853
40 – Heart Hospital	:05	:35	5:55a – 9:05p	494
41 – Havelock	:05	:35	5:40a – 9:05p	551
42 – Bethany	:20	:50	5:40a – 8:50p	433
44 – “O” Street	:20	:50	6:20a – 9:50p	833
46 – Arnold Heights	:20	:50	5:50a – 8:50p	610
48/54 – N. 48 th / Vet’s Hospital	:20	--	5:54a – 8:20p	451
49 – University Place	:05	:35	5:55a – 9:05p	494
51 – West “A” Street	:05	--	6:10a – 7:05p	292
52 - Gaslight	:35	--	5:40a – 6:35p	399
53 – South Pointe	:05	:35	5:52a – 8:05p	692
55 – Downtown Trolley	Every 15 Min.		6:15a – 8:30p	563
56 - Sheridan	:50	--	5:55a – 6:50p	248

As noted earlier, because of space constraint at the Gold’s location, only six bus routes may use the curbside transfer center at one time. This creates the need for a staggered arrival and departure pattern for the twelve routes that provide service here. The staggered transfer timing makes the StarTran network challenging to understand for newer riders as well as increasing wait times for riders transferring between the various routes.

3.2.1 Gold’s Transfer Location

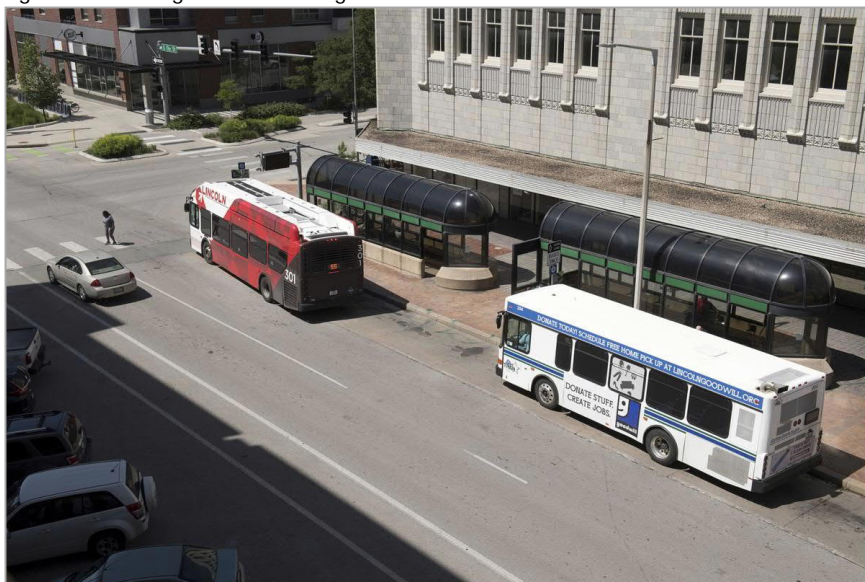
StarTran’s main passenger transfer hub has been located adjacent to the Gold’s building along the west side of 11th Street and the north side of N Street for decades. Until 2016 a secondary transfer node was located in the capitol / government district at M and 14th Streets. Following StarTran’s 2016 Transit Development Plan it was decided that consolidating all transfer activity to the Gold’s location would be beneficial and the staggered pulsing schedule was developed to allow routes to access the limited number of bus bays to facilitate transfers throughout the day.

3.2.2 Passenger Infrastructure at Gold’s

Passenger amenities around the Gold’s location are minimal. Today there are two bus shelters located along 11th Street near the corner of N Street (Figure 12). Both shelters are nearly fully enclosed with a tinted roof to provide shade and protection from rain/snow. Each shelter is approximately forty feet long, has bench seating, and trash receptacles within.

The Gold’s Building is surrounded by an overhang that provides additional protection from the elements for passengers waiting to transfer between routes, but behind the two bus shelters the overhang creates a type of tunnel feeling that constrains the sidewalk area and also obstructs the view of sidewalk activity from the street. Until 2015, a third similar shelter was in place just north of the second shelter. This third shelter was removed to improve safety and security and improve line of sight from the street.

Figure 12: Passenger Shelters along 11th Street



Source: Lincoln Journal Star

Along the N Street side of the Gold's transfer site there are minimal passenger amenities. Under the building's overhang there are approximately six benches and three trash receptacles. Lighting for early morning and evening operation is limited. The underside of the Gold's Building overhang appears to be in disrepair and shows signs of water damage. The two boarding areas along the N Street side of the Gold's transfer location are displayed in Figure 13.

Figure 13: Gold's N Street Boarding Area



The surface of the sidewalks and passenger boarding areas on all sides of the Gold's Building are made from brick pavers. In many instances pavers are utilized for their durability as well as aesthetic look. In transit applications, where there are high volumes of pedestrians and individuals with mobility challenges using wheelchairs or with visual impairment, brick pavers are not the optimal surface for transit boarding

platforms. Pavers may shift over time and create uneven surfaces that can create trip hazards making mobility more difficult. Pavers also make clearing snow and ice from boarding areas more difficult because of the uneven nature of the surface.

As noted earlier, bus routes serving the Gold's location use one of six boarding areas. Four boarding areas are located along 11th Street and the remaining two are around the corner on N Street. The two boarding areas on N Street are located mid-block or closer to 10th Street due to signed handicap parking stalls and a loading zone on N at 11th Street. This separation causes passengers to have to walk further to access these two boarding locations. Each of the six boarding areas are numbered one through six with signage that includes the boarding area number as well as the StarTran Routes that are assigned to that boarding location as seen in Figure 14.

Figure 14: Boarding Location Signage



The Gold's location currently has one real-time next bus arrival display board located near the intersection of 11th and N Streets. The display board faces north to boarding areas three, four, five, and six to show arrival and departure times for upcoming routes (Figure 15). There is no real-time next bus information for boarding areas one and two.

Figure 15: Real-Time Next Bus Display at Gold's



3.2.3 Challenges at Gold's location

The Gold's Building transfer location has served as the primary hub of on-street operations for many years but has presented StarTran and its customers with several challenges. The greatest challenge is inefficiency of transit operations caused by the limited number of bus stalls and boarding platforms that have forced StarTran to arrange a split pulse making some transferring wait times to be longer than necessary.

Limited passenger information is another challenge for the Gold's location. Because of the facility configuration there is no permanently staffed customer service station that can sell bus passes, provide information, and generally assist customers using the StarTran system. Bus route schedules and system maps are not available currently. This can make the system challenging or intimidating to use for those

that may be new to riding transit. Along with this, passenger amenities are limited including no climate-controlled waiting space or publicly available restrooms.

Safety and security of passengers transferring or waiting to board buses has been an ongoing challenge for many years at the Gold's location. Data from the City of Lincoln Police Department (LPD) reported sixty-four calls for police service at the Gold's location between 2018 and 2019. It is unclear if each of these instances were directly related to transit passengers, but the calls for LPD services were to the transfer center location. Of these calls for LPD intervention, nearly thirty-three percent were related to the use of drugs or alcohol. Many of these were to report individuals with open containers or under the influence. The second highest reason for LPD calls to the Gold's location were for a variety of disturbing the peace type incidents that included verbal altercations, mental illness intervention, and several others. Overall there were few assaults, thefts or other serious criminal activity reported at the Gold's location. To provide additional safety and to resolve incidents prior to escalation, StarTran began a partnership with LPD to hire off-duty officers to provide on-site security at the Gold's transfer center in the busy AM and PM peak periods. The split configuration of the transfer center creates line of sight issues for security to monitor both sides of the facility at the same time.

Addressing these issues and seeking opportunities for improvement in operational efficiency, overall customer service, and enhancement to passenger and transit operator safety are the purpose for this study.

3.3 Previous Planning Studies

In anticipation of the development of a new central transit center in the downtown area of Lincoln, it is important to understand other planning efforts in the area that interrelate and have influence on where and how the MTTC could be designed and located. The Downtown area has been the focus of many different planning efforts over the last five to ten years. Each of these plans have generated detailed information, goals, priorities, and community visions that are highly valuable as planning develops for the transit center. The MTTC study has reviewed those studies that will have the most insight and impact on the planning and development of a future transit center.

One of the high level, regional planning documents is the Long-Range Transportation Plan (LRTP) that is developed by the Lincoln Metropolitan Planning Organization (MPO). The LRTP is the Lincoln metro region's long-range investment strategy that looks ahead over the next forty years to plan for critical capital investments for roads, bridges, public transit, bicycle, and pedestrian modes. The most recent version of the LRTP was adopted in 2016. The LRTP contains seven key goals for the regional transportation system the future MTTC will seek to help achieve:

- 1.) Maintain the existing transportation system to maximize the values of these assets.
- 2.) Improve the efficiency, performance, and connectivity of a balanced transportation system.
- 3.) Promote consistency between land use and transportation plans to enhance mobility and accessibility.
- 4.) Provide a safe and secure transportation system.
- 5.) Support the economic vitality of the community.
- 6.) Protect and enhance environmental sustainability, provide opportunities for active lifestyles, and conserve natural and cultural resources.
- 7.) Maximize the cost effectiveness of transportation³.

³ Lincoln MPO. Long Range Transportation Plan. <https://lincoln.ne.gov/city/plan/lrtupdate/final/lrtupdate.pdf>. P. 25. 2016.

Generally, the LRTP recommends improved connections between land uses that encourage higher density along major corridors and more mixed-use development that can more adequately support fixed route public transportation. In the long term the 2040 LRTP considers the O Street Corridor as a potential alignment for Bus Rapid Transit (BRT) or other high-frequency transit service.

As a future MTTC will be a fifty year or longer investment in the transportation system for the greater Lincoln region, it will be important to take long term plans into consideration. The following pages provide summaries of key plans in the Downtown area and highlight significant outcomes and their impact related to the MTTC plan.

3.3.1 StarTran Development Plan - 2016

In 2015 StarTran began a thorough review of the entire transit system seeking opportunities to improve transit operations and improve the system for its riders. The Transit Development Plan (TDP) created a clear plan to adjust route alignments, schedules, frequency, and span of service to better meet current and future needs for mobility in the Lincoln region. Some of the key findings from the system review included:

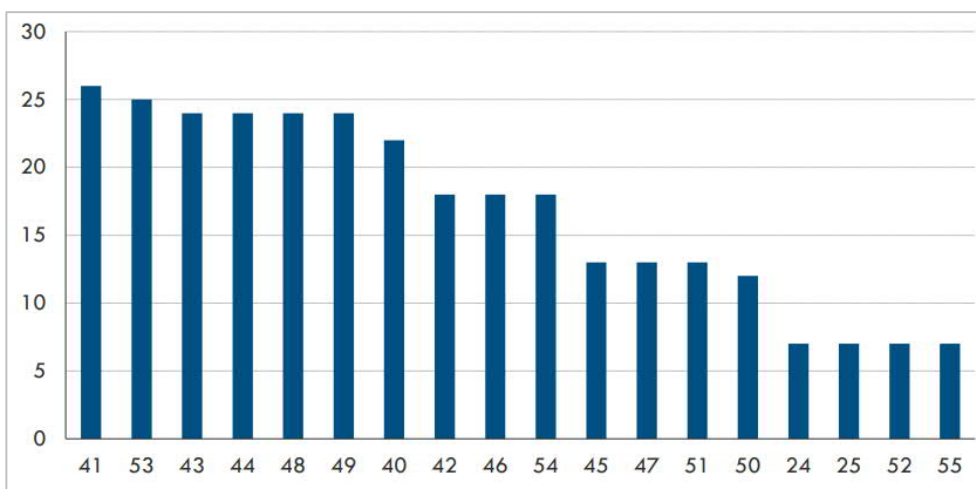
- StarTran end service time is too early to support second-shift employees.
- Radial setup of StarTran network caused riders to travel out of direction to access destinations.
- Long route loops at outer ends caused further out-of-direction travel.
- Limited on-street bus capacity at the Gold's transfer facility forced staggered connections/transfer opportunities.
- Irregular schedules prevented timed connections in downtown for easy transfers.

The TDP developed a cost-constrained plan for enhancement of the StarTran system that was created through extensive public involvement and guided by an Advisory Committee. Key recommendations related to improvement of transfer facilities in Downtown were addressed in the TDP. The TDP found that, "the creation of a single transfer point within downtown that accommodated all routes would allow for streamlined alignments that would improve operational efficiency and reduce customer travel time."⁴

The TDP conducted a transfer analysis to determine total volume of vehicles accessing the Gold's facility by time of day, as well as total volume of passengers transferring between routes. This data will be useful as the MTTC planning process advances to best align transit routes with highest transfer activity in closest proximity to each other for greatest ease of transfer. Results of this analysis are shown in Figure 16 with route numbers along the bottom and total transferring passengers on the left.

⁴ StarTran. Transit Development Plan. <https://www.lincoln.ne.gov/city/ltu/startran/tdp/pdf/tdp-final-report.pdf?april2016>. P. 3-11. April, 2016.

Figure 16: Total Transfer Activity by Route (2016)⁵



3.3.2 Downtown Transit Center BUILD Application – 2018

In 2018 StarTran submitted a grant application for a new transit center to the United States Department of Transportation (USDOT) as part of the Better Utilizing Investments to Leverage Development (BUILD) program. BUILD is a nationwide discretionary competitive program to assist in funding nationally or regionally significant infrastructure investments for transit, road, bridge, port, and multimodal transportation projects. StarTran’s 2018 BUILD application requested approximately \$18.5 million in federal funds of a \$31 million project to plan, design, and construct a new transit center in Downtown Lincoln. The project would have been matched with approximately \$13.7 million in local funding through a Certificate of Participation (COP) bond if the federal funds were awarded for the project.

The BUILD application described the Lincoln Multimodal Transit Center (LMTC) project as a new transit facility that would be the focal point of the transit system, enabling transfers between bus routes and allow transfers to be better coordinated. The LMTC would provide indoor climate-controlled waiting areas for passengers, with real-time next bus arrival information, security, restrooms, free public Wi-Fi, customer service desk, and other needed passenger amenities. The new transit facility would also provide additional multimodal transportation alternatives that included bicycle share, a direct connection to on-street protected bicycle lanes, improved pedestrian connectivity, space for Uber/Lyft/Taxi drop off and pick up, as well as a location for boarding a planned Autonomous Vehicle shuttle that is being developed for Downtown Lincoln. Along with transit and multimodal amenities, the envisioned LMTC would also serve as the new home for StarTran’s administrative offices, bringing management and customer service staff closer to transit customers and daily on-street operations.

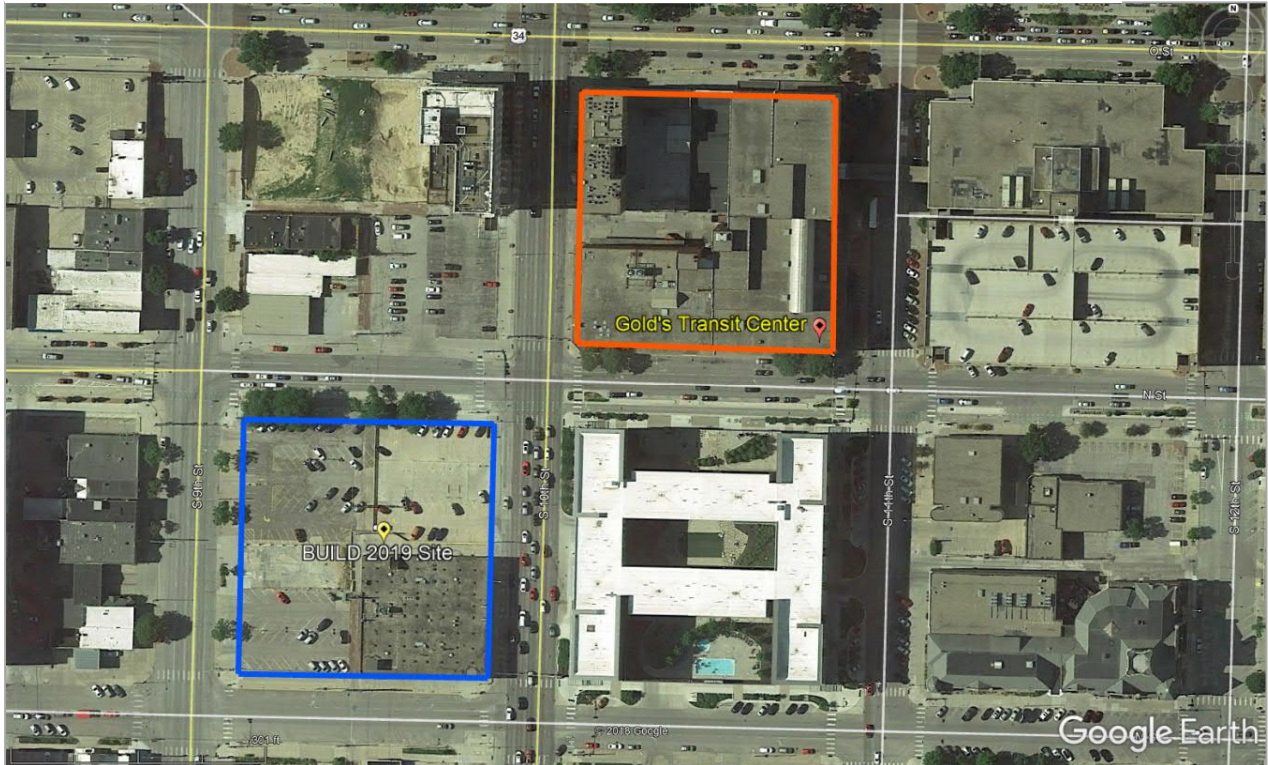
The grant application identified a site for the LMTC that would occupy the entire block located one block southwest of the current transfer location at 11th and N Streets. The BUILD application describes the LMTC location and the site’s unique opportunity and advantages.

“The LMTC site will be in Downtown Lincoln on Block 69, bounded by M Street to the south, N Street to the north, 9th Street to the west and 10th Street to the east (Figure 17). A fire occurred in the winter of 2014 destroying most of the structure on Block 69. This created an opportunity for the City of Lincoln to

⁵ StarTran. Transit Development Plan. <https://www.lincoln.ne.gov/city/ltu/startran/tdp/pdf/tdp-final-report.pdf?april2016>. P. 6-2. April, 2016.

construct a centrally located multimodal transit center. This location is ideal due to its proximity to University of Nebraska – Lincoln campus, the State Capitol, the redeveloping commercial districts of West Haymarket and South Haymarket, as well as dense residential development for student and workforce housing.”⁶

Figure 17: 2018 BUILD Transit Center Location



⁶ City of Lincoln. 2018 BUILD Application to United States Department of Transportation. P. 9. July 18, 2018.

Figure 18: LMTC Conceptual Visualization Included in 2018 BUILD Application



As part of a required cost benefit analysis for the project in the BUILD grant application, the LMTC showed many positive benefits for StarTran, transit riders, and the greater Lincoln community. Results of the benefit-cost analysis presented a positive return on investment, with a BCA ratio of 1.3 for the overall project. While the 2018 BUILD application was unsuccessful in securing federal funding for the LMTC project, the application and planning work that went into the development of the application did help focus the needs and desires for a future centralized transit center for downtown Lincoln and identified a potential viable site for further investigation in this planning effort the MTTC.

3.3.3 Lincoln Downtown Master Plan – 2018 & South Haymarket Neighborhood Plan - 2015

The City of Lincoln developed a new Downtown Master Plan in 2018 to define priorities for future capital improvements, catalyze development projects, and set new policies that would guide the continued successful development of downtown Lincoln over the next ten years, making it the center of opportunity for the city.

The purpose of the Downtown Master plan was to:

- Develop a strategic vision and investment plan to guide Downtown Lincoln.
- Promote increased synergy between the Downtown Core and surrounding neighborhoods and the University of Nebraska Lincoln (UNL).
- Build on prior planning efforts to engage stakeholders and the greater community.

- Align the City's resources and programs with the priorities of the master plan to advance implementation⁷.

Figure 19: Downtown Lincoln Master Plan Study Area

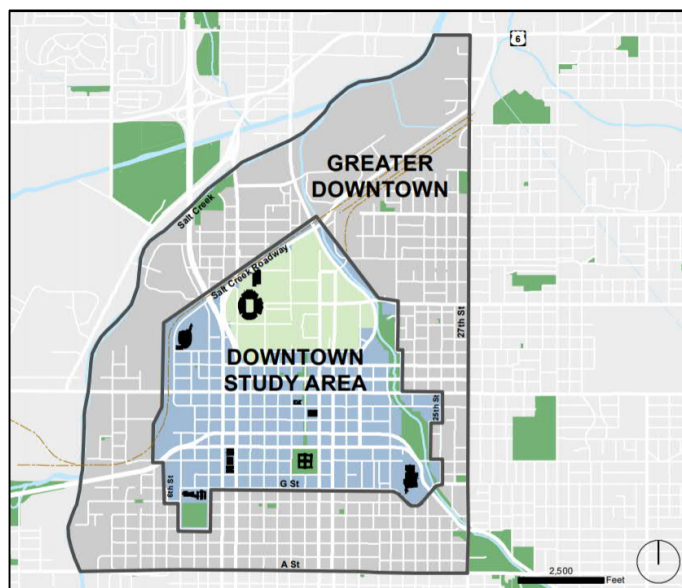


Figure 19 depicts the study area for the Downtown Lincoln Master Plan. The primary focus was on the core of Downtown shaded in blue, while also providing planning for how Downtown integrates and interrelates to the surrounding neighborhood and UNL.

Among the plan's top priorities was improvement for mobility and connectivity. Specifically, the plan recommends enhancement of bicycle, pedestrian and transit connections with UNL, Antelope Valley, and Haymarket, along with surrounding neighborhoods, with emphasis on 11th, 12th, 13th, M, and O Streets. The Downtown Master Plan developed clear direction for the future of the area and in relation to transit and mobility the plan

created a goal that states:

"As the 'Center of Opportunity' Downtown residents and visitors should have the opportunity to enjoy multiple travel choices that include driving, bicycling, walking, riding public transit, and ride hailing. Downtown should be accessible for drivers with vehicle parking available in well-marked parking structures, as well as convenient on-street parking spaces. There should be multiple low-speed and low-traffic volume routes for bicyclists with ample, convenient bicycle parking near destinations, and the sidewalk networks should be well-connected, well-maintained and comfortable for pedestrians. Once in Downtown, it should be easy for people of all ages and abilities to move about."⁸

Directly related to the future MTTC, the Downtown Master Plan makes several important recommendations that include:

- Continued support and coordination with StarTran for a new transit hub when funding is secured.
- Coordination with StarTran on final location and design elements for the MTTC in the short term.
- Consider co-locating the MTTC with a future parking structure at 14th and M Streets in the mid-term future (18 months to 5 years).
- Coordinate with M Street Greenway planned improvements with MTTC site development

Other input received through the Downtown Master Plan public and stakeholder engagement process provided insights for the MTTC as more detailed planning develops this included:

⁷ Lincoln/Lancaster County Planning Department. 2018 Downtown Lincoln Master Plan: Center of Opportunity. <https://lincoln.ne.gov/city/plan/long/downtown/DMP%202018.pdf>. P. 1.1. December 17, 2018.

⁸ Lincoln/Lancaster County Planning Department. 2018 Downtown Lincoln Master Plan: Center of Opportunity. <https://lincoln.ne.gov/city/plan/long/downtown/DMP%202018.pdf>. P. 4.3.1. December 17, 2018.

- Provide a transit hub allowing flexibility for persons working, living, or coming Downtown for entertainment to choose the most efficient and affordable travel mode.
- Centrally locate the transit facility between the downtown core, UNL, and Haymarket with convenient access to Downtown area destinations.
- Provide opportunity for mixed use development.
- Maintain strong access to bicycle system.
- Include all modes at the transit hub – bike share, pedestrian access, autonomous and taxi vehicle drop off/pick up, etc.
- Include ground floor transit supportive uses, i.e. daycare, coffee shop, bike repair, showers, and bike lockers.
- Locate buildings on the edge of the site oriented toward primary streets based on existing neighboring context.
- Incorporate traffic calming measures for improved pedestrian safety.
- Locate autonomous shuttle stops on site or adjacent to transit facility.
- Provide ticket and information counter with other StarTran system information.
- Consider open space component with potential dog park area⁹.

Directly adjacent to the southwest of the core of Downtown Lincoln is the South Haymarket District. In 2015 a development master plan was created for this area. The South Haymarket Neighborhood Plan presents a path to redevelopment of this area with the vision of creating an additional 1,000 to 2,000 new residential units in the next five to twenty years. The plan also calls for improved streetscapes, connections to trails, new urban plazas or open spaces, expanded commercial or office development, and adequate parking for these new uses. As the neighborhood densifies and redevelops, the plan recommends that transit routes be reviewed through the area to meet changing mobility demands over time. The South Haymarket Neighborhood Plan makes the following recommendation for a future transit center in the area:

'If a transit center were to locate in South Haymarket, it should incorporate private development as much as possible. For example, a parking structure could be developed in conjunction with the transit center. If a site in South Haymarket is not chosen for the transit center, a location further east should be explored that would increase operational efficiencies."¹⁰

3.3.4 Lincoln Bicycle Master Plan

Early in 2019 the Lincoln Metropolitan Planning Organization (MPO) published the regional Lincoln Bike Master Plan. The plan laid out a city-wide comprehensive plan to improve multimodal safety and expand the on- and off-street bicycle facilities over the coming years. The plan was developed with extensive public outreach and determines multiple bicycle corridors and facility types that could be implemented to achieve the vision and goals for the plan.

⁹ Ibid. p. 4.3.6.

¹⁰ Lincoln/Lancaster County Planning Department. South Haymarket Neighborhood Plan. 2015. P. 2.58.
<https://www.lincoln.ne.gov/city/plan/long/sohay/COMPLETE-SoHay%20Plan.pdf>.

Lincoln Bicycle Master Plan Vision:

Lincoln will be a bicycle friendly community where bicycling is safe and convenient for all and a common form of transportation and recreation.

Goals of the Bike Plan Include:

- Safety: A safe environment for all travel modes.
- Comfort: A network of low-stress bike facilities that are comfortable for all ages and abilities.
- Culture: A culture of respect and responsibility for all transportation system users.
- Equity: A network that provides equal access to bicycling for all members of the community.
- Connected: A network that connects people with places.
- Ridership: A bicycle network and culture that increase bicycling for all trip purposes.
- Education: A community that is aware of travel options, rules of the road, and the benefits of bicycling.
- Funding: Sustainable and reliable funding for bicycle infrastructure and programs.
- Travel Options: A multimodal system that provides travel options to support a more compact and livable urban environment.
- Bicycle Friendly: A community that is recognized as a Gold Level Bicycle Friendly Community.

Figure 21 (below) illustrates the different estimated levels of bicycling demand across the greater Lincoln area. The entirety of Downtown, including the UNL campus is an area of highest demand for bicycling. This demand further underscores the need for the MTTC to include amenities for cyclists, as well as providing good connectivity to existing and planned on-street bicycle facilities.

Today the N Street cycle track is the primary bike connection from Pinnacle Bank Arena and the Haymarket District, east to the Antelope Valley trails. Bike lanes have also been implemented on 11th and 14th Streets through downtown. In the future both the Lincoln Downtown Master Plan and the Bike Plan envision potential bicycle facilities be added to 16th and 17th Streets between G and R Streets. 13th Street is proposed to have a bicycle facility that would extend the existing facility that ends at Lincoln Mall to R Street.

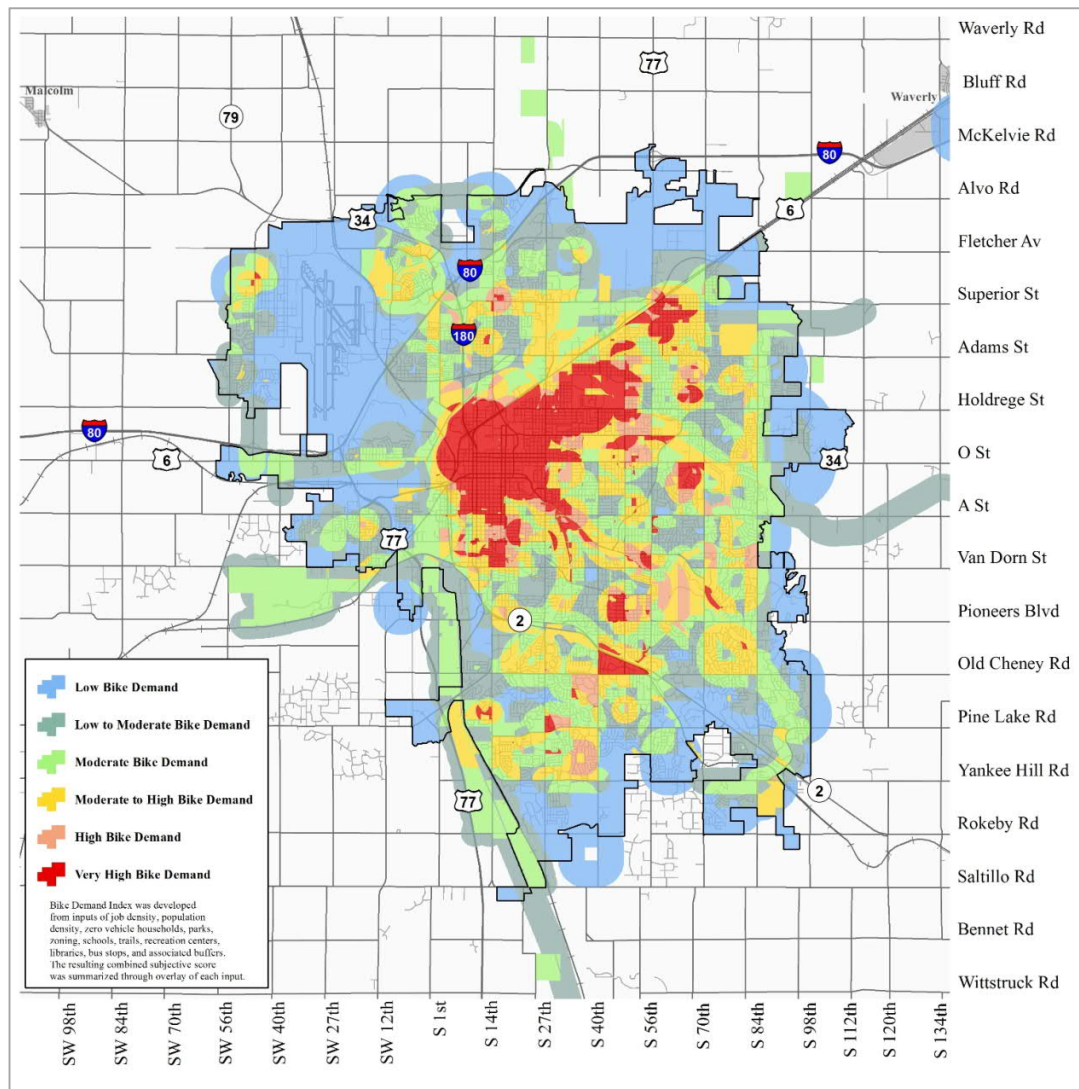
The Bike Plan also makes recommendations for the development of supporting elements that can make bicycling more safe, accommodating, and convenient. Two that are most relevant to planning for the MTTC are inclusion of long-term bike parking at transit centers, like bike lockers, and public bike work stands (Figure 20) for cyclists to make minor repairs to bikes, inflate tires, etc.

The MTTC will also need to partner with the Lincoln Bike Share Program to host a new bike share station integrated into the transit center to provide improved first mile/last-mile connectivity for transit riders using the MTTC.

Figure 20: Bike Workstation



Figure 21: Bicycle Demand - City of Lincoln



Source: Lincoln Bike Master Plan¹¹

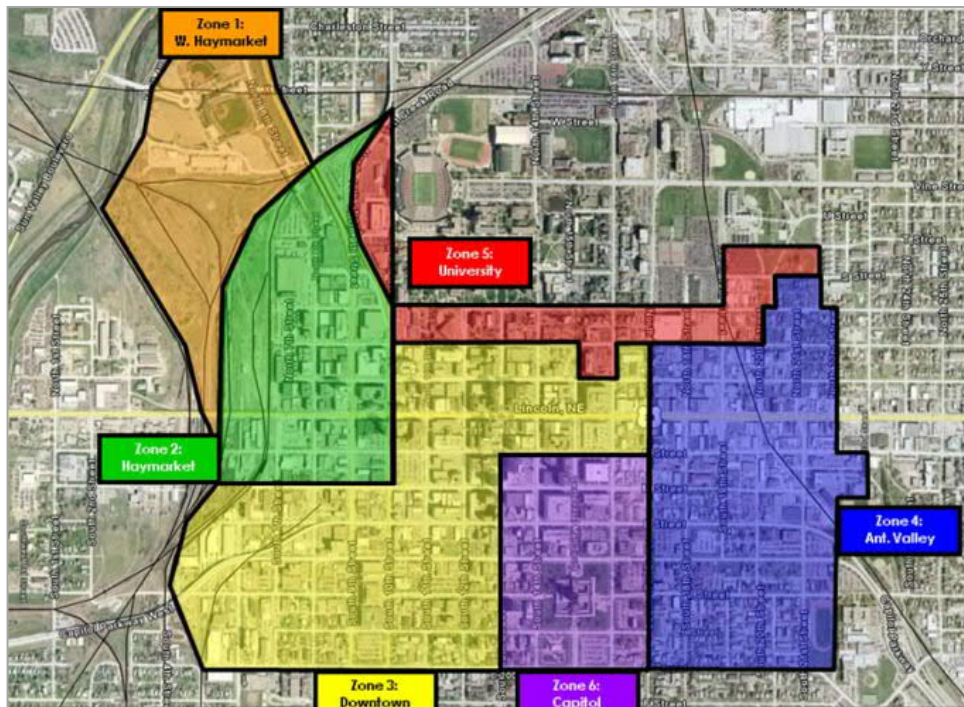
3.3.5 Downtown Lincoln Parking Study – 2009

In 2009 the City of Lincoln’s Urban Development Department conducted a comprehensive study of street and structured parking alternatives in Downtown Lincoln. The central purpose of the study was to provide city planners and decision makers with the status of current parking demand, issues, and to develop solutions to improve parking for the future of Downtown.

¹¹ Lincoln Metropolitan Planning Organization. Lincoln Bike Master Plan. P. 13.
<https://static1.squarespace.com/static/5a90401b25bf0260b7fc4d54/t/5c6f8adb9140b7994432f400/1550813991895/FINAL+Lincoln+Bike+Plan+February+2019.pdf>. 2019.

The study area for the parking study included the greater downtown area but did not include the central portion of the UNL campus. The study area was subdivided into six subareas: West Haymarket, Haymarket, Downtown, Antelope Valley, University, and Capitol (Figure 22).

Figure 22: Lincoln Parking Study Area



Source: Lincoln Parking Study, 2009

At the time of the study there was a total parking supply of approximately 33,500 parking spaces, with 86% off-street and 14% on-street. Occupancy of this total supply at peak hour was inventoried at 58%¹².

Overall the parking study found that there were over 5,800 public parking spaces available to support future development, yet there remained a perception that parking shortages existed in the study area. The study made specific recommendation for the West Haymarket area as planning was ongoing at the time for what would become Pinnacle Arena. The study estimated the new arena would potentially need an additional 5,100 parking spaces to support the facility for most events. The analysis showed and existing supply within adequate walking distance of roughly 2,500 spaces, meaning that an additional 2,700 new parking spaces would be needed. It was also recommended that an additional 1,000 parking spaces be added to support new mixed-use development in the West Haymarket area. Since the time of this study the arena was constructed along with three multi-story parking garages in the West Haymarket.

In the Downtown area, a catalyst project had been envisioned for the block bounded by P, Q, 13th and 14th Streets and to include a hotel, condominiums, retail, and office space. The study developed a conceptual layout for the site and estimated parking for 430 spaces on a four-level structure. Total estimated cost for the parking structure was \$7.3 million (\$2009). Today a six-story parking facility has been constructed on this site along with a mix of ground floor retail and residential on the upper floor.

¹² City of Lincoln. Downtown Lincoln Comprehensive Parking Study Final Report. P. 5. 2009.

It is likely that concern for a constrained parking supply will continue in the Lincoln Downtown area, whether real or perceived. Development of the MTTC would raise the profile for the StarTran system and potentially make public transit a more attractive mode of transportation for those living, working, or shopping in the Downtown area, further reducing congestion and demands on existing parking supply.

Each of these studies provide important considerations as plans develop for the MTTC. The Transit Development Plan clearly identified issues with operations at the current Gold's transfer center and the need for a new facility. The TDP also provided excellent data about routes with highest levels of ridership and transfer activity which will be valuable later in the MTTC planning process as a new transit center assigns boarding platform locations for the most efficient transferring of passengers. The BUILD application provides details on a viable site option for a future MTTC as well as expressed desires for functionality of a new transit center, along with cost estimation and benefit-cost analysis data. The updated Downtown Master Plan provides overall support for the development of a new transit center and through its public involvement efforts generated several insights and items to consider as plans evolve. The Bicycle Master Plan highlighted the criticality of including multimodal considerations to the MTTC and identifies future Downtown corridors that may have enhanced bicycle infrastructure. Making transit connections to these corridors would help to improve the connectivity of the new transit center to the rest of the downtown. Lastly the 2009 Downtown Parking Study provided data that parking needs in downtown and Haymarket were developing rapidly at the time of the construction of Pinnacle Arena, but that public transit could be an important strategy to reduce demand on parking and a new MTTC could help to increase transit usage.