



Public Transit

General Information

Hastings currently has very limited public transportation options. Many years back there was Greyhound bus service available with frequent stops between other tri-city areas (Kearney & Grand Island). We have an abandoned bus stop across from City Hall that was once utilized for this service.

EXISTING SERVICES

- Ryde Transit: Provided by Community Action Partnership of Mid-Nebraska, a private non-profit organization in Kearney. Fleet of 12-passenger buses with lifts, available 6 AM to 6 PM for \$2.00 per boarding. Call 308-865-5677 to schedule. Will take you to local appointments, events and activities.
- Ponca Express: Based out of Norfolk, Nebraska, but services up to 200 miles and takes requests to and from Hastings. Fleet of 14 vehicles, 8 AM to 4:30 PM.
- Amtrak: 5 stops in Nebraska (Omaha, Lincoln, Hastings, Holdrege & McCook). Departure from Hastings going west is 1:47 AM and going east is 1:42 AM with rates dependent upon travel plans.
- Hastings College has bikes available for \$30 per year, the Bronco Bus which runs around campus and downtown Friday and Saturday 10 PM to 2 AM and the Safe Ride program that is 24/7 escorted service with Safety officers.
- CCC: Bike share program, 10 bikes to check out for free by students or staff, an app tracks location and use.

INTER-CITY BUS STUDY

The Nebraska Department of Transportation (NDOT) conducted a feasibility study for a Tri-City area. This would be a service available between and among Hastings, Grand Island & Kearney, a combined population of approximately 138,000.

The final report for this feasibility study was recently completed and can be viewed at <https://nebraskatransit.com/index.php/mobility-management/mobility-management-active-projects/grand-island-kearney-hastings-intercity-bus-study/>. Below are key findings and conclusions:

1. NDOT intercity bus vision is to develop a comprehensive statewide bus network.
2. Benefits to linking the communities: employment opportunities, economic development, education & healthcare.

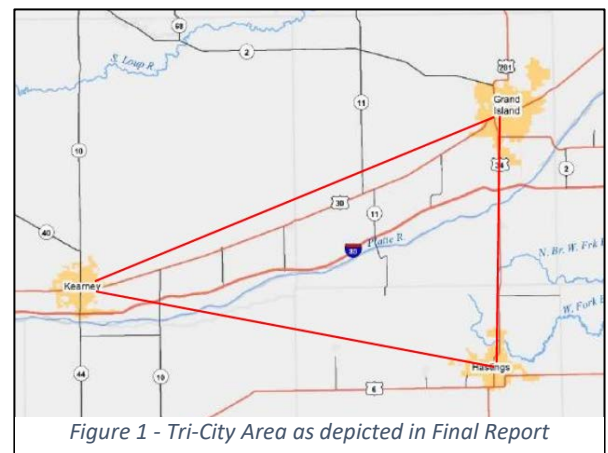


Figure 1 - Tri-City Area as depicted in Final Report

3. Provides options to transit dependent populations: 6% of households in Hastings do not have vehicles, 16.9 % are elderly, 15.3% are youth aged 10-19, 13.8% are low income & 6.5% are ambulatory disabled.
4. Commuter Statistics as reported in 2017 by U.S. Census Bureau: Approximately 1209 commuters from Hastings to Grand Island, 720 travelling from Grand Island to Hastings and 366 commuting from Hastings to Kearney while 342 travel from Kearney to Hastings.
5. Other studies, such as the Regional Transit Needs Assessment & Feasibility Study conducted for City of Grand island and the GIAMPO identified significant needs for regional travel to/from Kearney and Hastings.
6. Lack of public information: people do not know what services are available, where buses go, the cost or where the closest bus stop is located.
7. Community and employer surveys were conducted: Of these responses 50% reported travelling from Hastings to Grand Island and 65% stated they would use intercity public transportation if it were available. 82% of employers would support employees choosing to use intercity bus service.
8. Potential bus stop locations in Hastings: Walmart, Mary Lanning Hospital, Industrial Park East, CCC, Amtrak, Allen's, Head start and the abandoned bus stop downtown.
9. Estimated annual contract cost of \$2 Million (not including project oversight, marketing, capital costs and funding), plus .5 Million for fuel.
10. Funding is the next step and will continue to be explored through end of 2020. Revenues being explored and considered include federal grants, state grants, passenger fares, advertisement revenues, local contributions.

Conclusion: This study demonstrated a need to link Grand Island, Hastings and Kearney which are considered major regional activity centers in central Nebraska.