

Transit Alternatives - Initial Screening Results

Alternative	Technology	Comments
1	Bus Rapid Transit	<ul style="list-style-type: none"> Simplifies routing on Dodge/Douglas Provides higher level of service on Dodge west of Midtown
2	Bus Rapid Transit	<ul style="list-style-type: none"> Simplifies routing on Farnam/Harney Could operate as one-way on Farnam/Harney couplet or two-way on Farnam Provides higher level of service on Dodge west of Midtown
3	Modern Streetcar	<ul style="list-style-type: none"> Simplifies routing on Farnam/Harney Could operate as one-way on Farnam/Harney couplet or two-way on Farnam Potential terminus at UNMC

Notes

All Enhanced Bus alternatives eliminated (did not meet Purpose and Need).
 Alternatives serving Aksarben Village could be considered in future phases.

Frequently Asked Questions

Why is transit needed in the Central Omaha area?

The Central Omaha Transit Alternatives Analysis will introduce a comprehensive urban circulator transit service to connect activity centers and neighborhoods in Central Omaha while tying the regional transit network together. Transit will improve mobility and aid employment growth and economic development. The study strives to address the challenges of navigating an under connected corridor by providing a transportation connection between the following districts: Downtown, Midtown, University of Nebraska Medical Center (UNMC), University of Nebraska at Omaha (UNO), and the Crossroads and Aksarben Village areas.

Is improved transit desired in Central Omaha?

In an effort to enhance, connect and activate the downtown core, the Omaha community realized the need for better transit service and in 1995 undertook the first of several feasibility studies to determine the possibility of implementing a streetcar system in the downtown area. Early results of these studies were positive, but proved to require more research. Development of additional studies, such as the Destination Midtown Master Plan, North Downtown Plan, and the Downtown Omaha Master Plan identified the need to improve transit connections to areas immediately adjacent to the downtown core. Special attention was also paid to the recently adopted Environmental Element of the Omaha Master Plan (2010). Specific goals, strategies, and measurements were adopted therein, to which a transit alternative in this corridor can greatly contribute. Subsequent studies have built on the previous efforts to identify a transit connection extending from Downtown to Midtown and UNMC, as well as additional connections to the UNO campus, Aksarben Village and Crossroads areas.

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Welcome

The purpose of today's open house is to present the overview and results of the on-board survey, review results of the initial screening, and to present technology and route alternatives for further study.

What's the big deal?

The Central Omaha Transit Alternatives Analysis is a partnership with Metro and the City of Omaha to develop and evaluate potential transit alternatives in Central Omaha. This study will analyze the mobility needs in the area, and identify and compare the costs, benefits, and impacts of transit alternatives. At the end of the study, a locally preferred transit alternative will be recommended for future evaluation.

Initial Screening Results

Public input and initial screening criteria were used to narrow route alignments and transit technologies to serve the Central Omaha area. Transit and technology alternatives were eliminated that had fatal flaws, did not meet project goals, or did not have public support. The results of the initial screening are included on the inside of this handout; descriptions of the initial screening results can be found on the back of this handout.

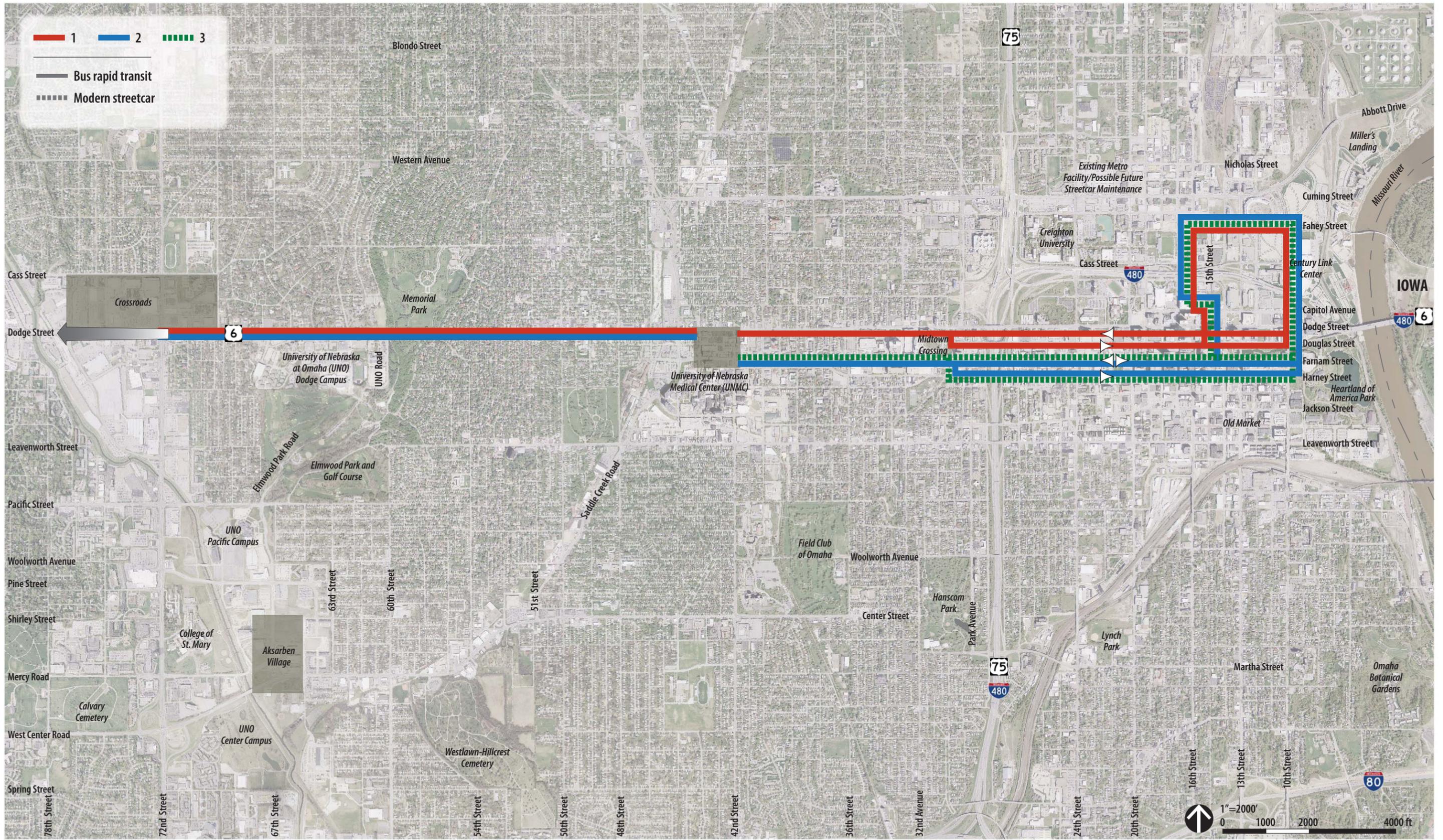
Final Screening Criteria

Metro and the City of Omaha will use the following criteria to narrow down the initial screening results to a locally preferred transit alternative for the Central Omaha area. The locally preferred transit alternative will be presented to the public at the fourth and final public meeting in mid 2013.

Criteria	Thoughts to consider
Mobility	<i>What is the relative potential of the alternative to improve mobility?</i>
Ridership	<i>What is the forecast ridership for each alternative?</i>
Capital costs	<i>What is the relative capital cost of the alternative?</i>
O&M costs	<i>What is the relative operating and maintenance (O&M) cost of the alternative?</i>
Cost per User	<i>What is the cost per user for each alternative?</i>
Origins/Destinations	<i>Does the alternative miss any major origins and/or destinations?</i>
Service Characteristics	<i>What are the service characteristics for each alternative?</i>
Physical Constraints	<i>Are there any physical constraints that impact the service potential for each alternative?</i>
Environmental Issues	<i>What are the environmental issues for each alternative?</i>
Land Use & Urban Design	<i>Does the alternative compliment current and planned land use and urban design plans and policies?</i>
Safety	<i>Does the alternative provide a safe mode of transportation within and to/from the vehicle alternative?</i>
Funding Sources	<i>What is the local funding potential (capital and O&M) for each alternative?</i>
Community support	<i>Is there community support for the alternative?</i>

Community support is important. What would you consider when selecting the locally preferred alternative?





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