

Central Omaha TRANSIT ALTERNATIVES ANALYSIS

The Central Omaha Transit Alternatives Analysis is a partnership with Metro and the City of Omaha to develop and evaluate potential transit alternatives in the corridor between Downtown Omaha, Midtown Omaha, the University of Nebraska Medical Center (UNMC), the University of Nebraska at Omaha (UNO), and the Crossroads and Aksarben Village areas. This study will analyze the mobility needs in the area, and identify and compare the costs, benefits, and impacts of various transit alternatives. At the end of the study, locally preferred transit alternatives will be recommended for future evaluation.

What is an Alternatives Analysis?

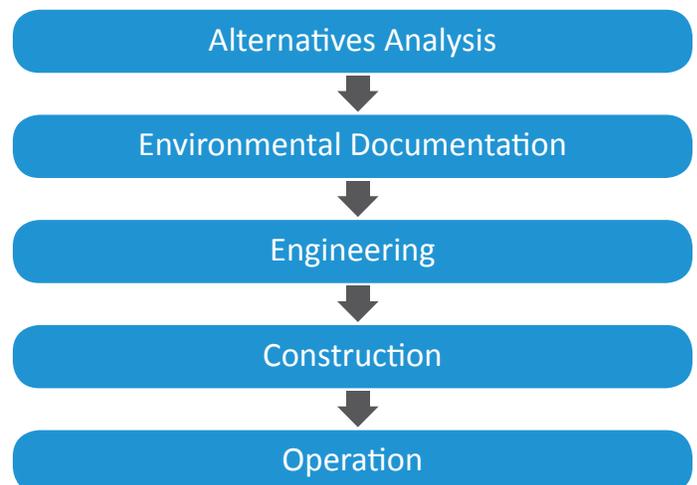
An Alternatives Analysis (AA) is a planning study that follows Federal Transit Administration (FTA) guidelines to develop and evaluate transit alternatives. The AA is the first step in the FTA project development process, which includes planning, environmental, and engineering.

Why are streetcars being studied again?

The previous studies were the result of direct requests to study streetcar alternatives in downtown Omaha. This study will examine a broad range of transit alternatives, including enhanced bus service, bus rapid transit, and streetcars along the entire corridor from Downtown to the Crossroads and Aksarben Village. It will follow Federal Transit Administration (FTA) guidelines, which is needed if Federal funding is sought for implementation of the preferred alternative.

What is a Locally Preferred Alternative?

A Locally Preferred Alternative (LPA) is the transit alternative that will be identified as the preferred alternative at the conclusion of the AA. The LPA will be advanced into the next phase of the project, which is environmental documentation.



What will implementation of the LPA cost?

The project cost will be determined by the length of the route and the type of transit technology selected (enhanced bus, BRT, and modern streetcar). Specifics related to project cost will be determined as the transit alternatives are developed in more detail.

How will implementation of the system be paid for?

The project will include both capital and operating costs. Capital costs may include both local and Federal funding. Operating costs will include local funding. Specifics related to funding will be determined as the transit alternatives are developed in more detail.

What are the potential right-of-way impacts of the project?

Most urban circulator projects such as enhanced bus and modern streetcar, as well as some BRT systems, operate within the existing street right-of-way. There may be small parcels that need to be acquired for stop locations, turning movements, or a maintenance and storage facilities.

How will the project interface with existing Metro bus service?

The project will be integrated with the existing Metro bus system. How it interfaces with existing Metro bus service will be dependent on the type of transit alternative that is developed. For example, a modern streetcar alternative could share a travel lane and stops with a local Metro bus route.



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